SOUTHERN PACIFIC COMPANY.

(PACIFIC SYSTEM.)

127

TIME TABLE

FOR THE

SAN JOAQUIN DIVISION

To Take Effect Wednesday, November 10th, 1915, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only, and not intended for the use of the public.
The company reserves the right to vary from this time-table at pleasure.

W. R. SCOTT,
Vice-President and General Manager

G. F. RICHARDSON,
Superintendent of Transportation

H. V. PLATT,
Assistant General Manager

FRESNO AND BAKERSFIELD SUBDIVISION

Eastward			FROM SAN FRANCISCO												TOWARD SAN FRANCISCO						Westward
Capacity of sidings in car lengths and location of Scales, Fuel, Water, Turning and Telephone Stations.	THIRD CLASS			FIRST CLASS					Distance from San Francisco	TIME TABLE No. 127 November 10, 1915	Distance from Exeter	FIRST CLASS				THIRD CLASS					
			238		98	90	96	104				93	95	105		239					
			Fresno Porterville Way Freight		Fresno Goshen Junc. Passenger	San Francisco Bakersfield Passenger	Fresno Porterville Armona Passenger	Fresno Famoso Passenger				Porterville Fresno Passenger	Coalinga Exeter Fresno Passenger	Famoso Fresno Passenger		Porterville Fresno Way Freight					
			Leave Daily Ex. Sunday		Leave Daily	Leave Daily	Leave Daily	Leave Daily		STATIONS		Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily Ex. Sunday					
WFTOP YARD			4.40AM		7.20PM	4.10PM	12.05PM	6.30AM	205.5	DN-R **FRESNO** 1.5	51.9	s 9.25AM	s11.45AM	s 8.00PM		3.45PM					
									207.0	A. T. & S. F. CROSSING 0.1	50.4										
30									207.1	BALL (Spur) 0.8	50.3										
24									207.9	MARS 0.6	49.5										
12			5.00		f 7.32	4.22	f12.17	f 6.42	208.5	BLOSSOMA 0.5	48.9	f 9.10	f11.33	f 7.46		3.10					
43Y					f		f	f	209.0	LUVITA (Spur) 1.6	48.4	f		f							
20					f		f	f	210.6	ESHEL (Spur) 1.2	46.8	f		f							
30			5.10		f **7.39**	4.29	f12.24	f 6.49	211.8	BUTLER 1.2	45.6	f 9.02	f11.25	f **7.39**		2.55					
70Y					f		f	f	213.0	LOCANS (Spur) 1.5	44.4	f	f	f							
33			5.20		f 7.45	4.35	f12.30	f 6.55	214.5	IVESTA 1.4	42.9	f 8.56	f11.19	f 7.32		2.40					
48			5.25		f 7.48	f 4.38	f12.33	f 6.58	215.9	CLOTHO 3.9	41.5	f 8.53	f11.16	f 7.29		2.35					
32W			6.00		s 8.00	s 4.48	12.42	s 7.07	219.8	D SANGER 0.8	37.6	s 8.45	s11.08	s 7.21		2.20					
18									220.6	WINE ASS'N (Spur) 0.4	36.8										
4									221.0	REKA 1.8	36.4										
22			6.10		f 8.06	f 4.54	f12.48	f 7.13	222.8	TARN 2.5	34.6	f 8.36	f10.57	f 7.11		1.40					
32			6.20		f 8.12	4.59	f12.54	f 7.19	225.3	FARGO 1.8	32.1	f 8.31	f10.51	f 7.06		1.30					
5									227.1	UVA (Spur) 0.5	30.3										
5									227.6	EFCO (Spur) 0.3	29.8										
15			6.30		f 8.18	5.05	f 1.00	f 7.26	227.9	LACJAC 0.1	29.5	f 8.25	f10.45	f 7.00		1.20					
									228.0	A. T. & S. F. CROSSING 1.1	29.4										
22									229.1	SAMUELS (Spur) 0.8	28.3										
31			7.05		s 8.25	s 5.13	s **1.08**	s 7.33	229.9	D REEDLEY 5.1	27.5	s 8.19	s10.37	s 6.55		**1.08**					
60W			**7.25** **8.07**		s 8.38	s 5.25	s 1.20	s **7.45**	235.0	D DINUBA 2.2	22.4	s **8.07**	s10.25	s 6.42		12.30PM					
9					f	f	f	f	237.2	SMYRNA 2.4	20.2	f	f	f							
32			8.25		s 8.49	f 5.37	s 1.31	s **7.55**	239.6	MONSON 4.0	17.8	s **7.55**	s10.15	s 6.30		11.55					
									243.6	A. T. & S. F. CROSSING 2.8	13.8										
30			8.55		f 9.04	5.55	f 1.46	f 8.10	246.4	TAURUSA 2.9	11.0	f 7.38	f10.00	f 6.15		11.30					
8					f 9.10	f 6.04	f 1.53	f 8.17	249.3	VENICE HILL 0.4	8.1	f 7.31	f 9.54	f 6.09							
30			9.15		9.11	**6.07**	1.54	8.18	249.7	KLINK 1.1	7.7	f 7.30	9.53	**6.07**		11.10					
3									250.8	DORSEY (Spur) 1.4	6.6										
9					f		f	f	252.2	ROCHE 0.9	5.2	f	f	f							
33			**9.46**		f 9.19	6.14	f 2.02	f 8.25	253.1	CAPLIN 0.9	4.3	f 7.21	f **9.46**	f 6.00		10.50					
6									254.0	LORT (Spur) 1.1	3.4										
7									255.1	MUSK 2.3	2.3										
70WY			10.05AM		s 9.30PM	s 6.25PM	s 2.15PM	s 8.40AM	257.4	DN-R **EXETER**	0.0	s 7.10AM	s 9.35AM	s 5.50PM		10.30AM					
			Arrive Daily Ex. Sunday		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(51.9)		Leave Daily	Leave Daily	Leave Daily		Leave Daily Ex. Sunday					
			(5.25) 11.00		(2.10) 23.96	(2.15) 23.06	(2.10) 23.96	(2.10) 23.96		Time over District Average speed per hour		(2.15) 23.06	(2.10) 23.96	(2.10) 23.96		(5.15) 9.88					

Westward trains are superior to trains of same class in opposite direction.

FRESNO AND BAKERSFIELD SUBDIVISION

Eastward — FROM SAN FRANCISCO

TIME TABLE
No. 127
November 10, 1915

TOWARD SAN FRANCISCO — **Westward**

Capacity of sidings in car lengths, and location of Scales, Fuel, Water, Turning and Telephone Stations.	THIRD CLASS			FIRST CLASS					Distance from San Francisco		STATIONS	Distance from Famoso	FIRST CLASS						THIRD CLASS	
	242 Porterville Bakersfield Way Freight	**238** Fresno Porterville Way Freight	**234** Merchandise Special	**90** San Francisco Bakersfield Passenger	**96** Fresno Porterville Passenger	**60** Goshen Junc. Springville Passenger	**104** Fresno Famoso Passenger	**92** Goshen Junc. Porterville Passenger					**93** Porterville Fresno Passenger	**7** Los Angeles San Francisco Passenger	**97** Porterville Armona Passenger	**63** Springville Lemoore Passenger	**105** Famoso Fresno Passenger	**109** Porterville Goshen Junc. Passenger	**241** Bakersfield Porterville Way Freight	**239** Porterville Fresno Way Freight
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
70 WY		11.15AM	4.15AM	s 6.25PM	s **2.20PM**	s10.20AM	s 8.45AM	8.15AM	257.4	DN-R	**EXETER** 3.1	52.4	s 7.05AM	s 9.18AM	**2.15PM**	s 4.05PM	s 5.45PM	s 9.30PM		9.45AM
11		11.30	4.25	f 6.35	f 2.28	f10.28	f 8.53	f 8.22	260.5		BURR (Spur) 2.3	49.3	f 6.57	9.10	f 2.03	f 3.57	f 5.37	f 9.22		9.27
9									262.8		VANCE (Spur) 1.5	47.0								
59		12.15PM	4.50	s 6.47	s 2.40	s10.37	s **9.02**	s **8.30**	264.3	D	LINDSAY 1.2	45.5	s 6.50	s **9.02**	s 1.56	s 3.50	s 5.30	s 9.15		**9.12** **8.05**
10									265.5		WADNA (Spur) 0.3	44.3								
3									265.8		STOUT (Spur) 2.6	44.0								
31		12.40	5.20	s 6.56	s 2.50	s10.46	s 9.12	s 8.39	268.4	D	STRATHMORE 2.5	41.4	s 6.40	s 8.51	s 1.45	s 3.40	s 5.18	s 9.03		7.50
23		12.55	5.30	f 7.02	f 2.55	f10.51	f 9.18	f **8.45**	270.9		ZANTE 1.3	38.9	f 6.34	**8.45**	f 1.39	f 3.34	f 5.13	f 8.58		7.30
13					f		f	f	272.2		LISKO (Spur) 1.5	37.6	f		f		f	f		
2					f		f	f	273.7		KURTH 1.1	36.1	f		f		f	f		
43 WY	7.30AM	**1.20PM**	6.00AM	s 7.15	s 3.05PM	s11.00AM	s 9.30	s 9.00AM	274.8	D-R	**PORTERVILLE** 0.7	35.0	6.25AM	s 8.35	**1.30PM**	s 3.25PM	s 5.05	8.50PM	6.15AM	7.15AM
9									275.5		BONAR (Spur) 1.0	34.3								
17	7.40			7.20			f 9.35		276.5		PONCA 1.5	33.3		8.25			f 4.53		5.50	
31	7.45			f 7.23			f 9.38		278.0		LOIS 4.6	31.8		f 8.22			f 4.50		5.45	
32	**8.13**			s 7.35			s 9.48		282.6	D	TERRA BELLA 4.5	27.2		s **8.13**			s 4.40		5.30	
29	8.50			s 7.47			s10.00		287.1	D	DUCOR 2.9	22.7		s 8.03			s 4.31		5.10	
32	9.00			f 7.55			f10.08		290.0		ORRIS 4.9	19.8		f 7.55			f 4.23		4.50	
16	9.25			f 8.05			f10.19		294.9		RICHGROVE 4.1	14.9		f 7.45			f 4.14		4.30	
34	9.45			f 8.13			f10.28		299.0		JASMIN 10.8	10.8		f 7.36			f 4.05		4.15	
99 TW	10.20AM			s 8.35PM			s10.55AM		309.8	DN-R	**FAMOSO**	0.0		s 7.15AM			3.45PM		3.45AM	
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(52.4)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
	(2.50) 12.35	(2.05) 8.35	(1.45) 9.94	(2.10) 24.18	(0.45) 23.20	(0.40) 26.10	(2.10) 24.18	(0.45) 23.20			............Time over District.............. .... Average speed per hour		(0.40) 26.10	(2.03) 25.56	(0.45) 23.20	(0.40) 26.10	(2.00) 26.10	(0.40) 26.10	(2.30) 14.00	(2.30) 12.57

Westward trains are superior to trains of same class in opposite direction.

Eastward — FROM SAN FRANCISCO

TIME TABLE
No. 127
November 10, 1915

TOWARD SAN FRANCISCO — **Westward**

Capacity of sidings in car lengths and location of Scales, Fuel, Water, Turning and Telephone Stations.	FIRST CLASS	Distance from San Francisco		STATIONS	Distance from Springville	FIRST CLASS
	60 Goshen Junc. Springville Passenger					**63** Springville Armona Passenger
	Leave Daily					Arrive Daily
43 WY	11.15AM	274.8	D-R	**PORTERVILLE** 3.1	15.9	s 3.05PM
13	f11.27	277.9		ADOBE (Spur) 2.1	12.8	f 2.47
28	f11.36	280.0		WORTH 1.6	10.7	f 2.37
300	f11.43	281.6		MAGNESITE JUNC. (Spur) 0.8	9.1	f 2.30
90	f11.50	282.4		SUCCESS 5.7	8.3	f 2.25
6	f12.15PM	288.1		CLAVICLE (Spur) 2.6	2.6	f 2.02
66 Y	s12.30PM	290.7	R	**SPRINGVILLE**	0.0	1.50PM
	Arrive Daily			(15.9)		Leave Daily
	(1.15) 12.72			............Time over District............ ....Average speed per hour............		(1.15) 12.72

Westward trains are superior to trains of the same class in the opposite direction.

Exception. No. 60 is superior to No. 63.

TIME TABLE
No. 127

November 10, 1915

Eastward

FROM SAN FRANCISCO

Capacity of sidings in car lengths and location of Scales, Fuel, Water, Turning and Telephone Stations.	THIRD CLASS				FIRST CLASS								Distance from San Francisco		STATIONS	
	252 Sunset Manifest Freight Leave Daily	212 Way Freight Leave Daily Ex. Sunday	248 Way Freight Leave Daily Ex. Sunday	242 Porterville Bakersfield Way Freight Leave Daily Ex. Sunday	26 The Owl Leave Daily	50 San Joaquin Valley Flyer Leave Daily	8 San Francisco Los Angeles Passenger Leave Daily	90 San Francisco Bakersfield Passenger Leave Daily	84 San Francisco Bakersfield Passenger Leave Daily	108 Los Angeles Express Leave Daily	82 Fresno Coalinga Passenger Leave Daily	86 Oil Fields Flyer Leave Daily				
WFTOPY Yard	2.30PM	**5.00AM**	3.30AM		11.25PM	10.55PM	6.30PM		**3.55PM**	8.00AM	7.20AM	6.20AM	205.5	DN-R	**FRESNO**	2.1
31													207.6		CRAYCROFT (Spur)	0.7
36										f	f		208.3		CALWA	0.8
	2.50	5.15	4.00		**11.35**	11.05	**6.40**		**4.05**	8.10	7.30	6.30	209.1		**CALWA TOWER** A.T. & S.F. Crossing	1.3
80	2.53	5.25	4.05		11.37	11.07	s 6.42		s 4.07	s 8.13	s 7.32	6.32	210.4	D	MALAGA	3.0
21													213.4		HOVANT (Spur)	1.7
100	**3.10**	6.00	**4.30**		11.45	**11.15**	s 6.52		s 4.15	s 8.25	s 7.40	6.40	215.1	D	FOWLER	1.3
17										f	f		216.4		STAR (Spur)	3.2
25													219.6		WINEDALE	1.1
145W	**3.38**	**6.50**	4.45		11.53	f 11.25	s 7.05		s 4.27	s 8.38	s 7.53	f **6.50**	220.7	DN	SELMA	4.9
102W	4.00	7.45	5.00		11.59	f 11.34	s **7.18**		s 4.37	s **8.50**	s 8.04	6.58	225.6	D	KINGSBURG	5.7
80	4.15	**8.13**	5.15		12.06AM	11.43	f 7.28		4.45	s 9.05	f **8.13**	7.05	231.3	D	TRAVER	2.4
80	4.20	**8.38**	5.20		12.09	11.46	7.32		4.48	9.08	8.16	7.08	233.7		CROSS	5.4
79WFY	4.45	8.55AM	5.35 6.20		**12.16**	s 11.57	s 7.42 7.55		s 5.03	s 9.15 9.25	s **8.25AM**	s 7.17	239.1	DN-R	**GOSHEN JUNC.**	2.1
9													241.2		RING	4.4
80	**5.13**		6.40		12.24	12.05AM	f 8.05		**5.13**	f 9.35		7.26	245.6		TAGUS	4.1
													249.7		A. T. & S. F. CROSSING	0.3
109W	5.50		**7.00** **8.10**		12.33	s 12.15	s 8.20		s 5.23	s 9.45		s **7.35**	250.0	DN	TULARE	5.8
80	6.10		8.30		12.43	12.25	8.30		5.33	f 9.55		7.45	255.8		OCTOL	4.6
100W	6.30		9.10		12.49	12.31	s 8.40		s 5.40	s **10.05**		**7.52**	260.4	D	TIPTON	3.3
17										f			263.7		QUAIL	3.1
79	6.50		**9.45**		12.57	12.39	s 8.52		s 5.50	s 10.16		8.02	266.8	D	PIXLEY	5.6
81	7.03		10.00		**1.08**	12.46	9.02		5.58	f 10.25		8.10	272.4		EARLIMART	4.1
80	7.14		10.12		1.14	12.51	9.07		6.03	f 10.31		8.16	276.5		RADNOR	4.2
102W	7.20		**10.39**		1.20	**12.58**	s **9.18**		s 6.09	s **10.39**		f 8.23	280.7	D	DELANO	6.3
80	7.35		11.25		1.30	1.10	f 9.28		s 6.18	s 10.50		f **8.33**	287.0	D	McFARLAND	3.9
6													290.9		HUNT (Spur)	1.7
99TW	8.00		11.45	10.20AM	1.38	1.19	9.38	s 8.35PM	f 6.27	s 11.03		8.42	292.6	DN-R	**FAMOSO**	3.3
80	8.10		11.55	10.35	1.42	1.23	9.42	f 8.40	6.32	f 11.08		8.47	295.9		PAGE	4.6
99	8.25		12.10PM	10.55	1.48	1.29	9.48	f **8.52**	6.38	f 11.15		8.53	300.5		LERDO	5.3
80	**8.45**		12.30	11.05	1.55	1.36	9.55	f 9.00	6.45	f 11.23		9.00	305.8		SACO	2.8
99	**9.04**		12.40	**11.27**	1.59	1.40	9.59	**9.04**	6.49	f **11.27**		9.04	308.6	D-R	**OIL JUNCTION**	2.5
74	9.25		**1.02**	11.37	**2.03**	1.44	10.03	9.08	6.53	11.32		9.08	311.1		NOME	0.5
7													311.6		BREWERY (Spur)	1.3
Yard WFTYOP	**10.00PM**		**1.15PM**	11.50AM	s **2.10AM**	s **1.51AM**	s **10.10PM**	s 9.15PM	s 7.00PM	¶11.39AM		9.15AM	312.9	DN-R	**BAKERSFIELD**	
	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(107.4)	
	(7.30)	(3.55)	(9.45)	(1.30)	(2.45)	(2.56)	(3.40)	(0.40)	(3.05)	(3.39)	(1.05)	(2.55)			Time over District	
	14.32	8.68	11.01	13.53	39.05	36.61	31.13	30.45	34.82	30.83	31.01	36.82			Average speed per hour	

Double Track

Automatic Block Signals.

Westward trains are superior to trains of the same class in the opposite direction.

ADDITIONAL STOPS

No. 8 stop all stations west of Bakersfield to receive passengers for stations east thereof.
No. 50 stop all stations to receive passengers for El Paso or east.

FRESNO AND BAKERSFIELD SUBDIVISION.

TIME TABLE

No. 127

November 10, 1915

TOWARD SAN FRANCISCO

Westward

Double Track (Fresno to Calwa Tower)

Automatic Block Signals

STATIONS	Distance from Bakersfield	FIRST CLASS								THIRD CLASS			
		25	49	83	7	51	107	89	87	241	213	247	251
		The Owl	San Joaquin Valley Flyer	Bakersfield San Francisco Passenger	Los Angeles San Francisco Passenger	Bakersfield San Francisco Passenger	Fresno Express	Coalinga Fresno Passenger	Oilfields Flyer	Bakersfield Porterville Way Freight	Way Freight	Way Freight	Sunset Manifest Freight
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily
DN-R **FRESNO**	107.4	s 2.55AM	s 4.50AM	s 9.33AM	s11.45AM	s 4.08PM	s6.55 PM	s 9.10PM	s11.45PM		2.15PM	3.55PM	9.00PM
2.1													
CRAYCROFT (Spur)	105.3												
0.7													
CALWA	104.6							f					
0.8													
CALWA TOWER A. T. & S. F. Crossing	103.8	2.42	4.40	9.21	11.30	3.58	6.38	8.55	11.28		1.45	3.30	8.20
1.3													
D MALAGA	102.5	2.40	4.38	f 9.19	s11.27	3.56	s 6.35	f 8.53	11.25		1.40	3.25	8.15
3.0													
HOVANT (Spur)	99.5												
1.7													
D FOWLER	97.8	2.32	4.30	s 9.11	s11.15	s 3.48	s 6.25	s 8.45	11.15		1.20	3.10	8.00
1.3													
STAR (Spur)	96.5						f	f					
3.2													
WINEDALE	93.3												
1.1													
DN SELMA	92.2	2.22	4.21	s 9.00	s11.02	s 3.38	s 6.13	s 8.34	f11.00		12.45PM	2.50	7.45
4.9													
D KINGSBURG	87.3	2.14	4.13	s 8.50	s10.47	s 3.29	s 6.00	s 8.23	10.51		11.45	2.30	7.18
5.7													
D TRAVER	81.6	2.07	4.05	8.41	f10.34	3.20	s 5.50	f 8.13	10.43		10.55	2.10	6.50
2.4													
CROSS	79.2	2.04	4.02	8.38	10.30	3.17	5.45	8.10	10.40		10.50	2.00	6.40
5.4													
DN-R **GOSHEN JUNC.**	73.8	1.57	s 3.53	s 8.30	s10.20AM	s 3.10	s 5.35 5.25	s 8.00PM	s10.30		10.30AM	1.40	6.10
2.1													
RING	71.7				(Runs via Porterville)								
4.4													
TAGUS	67.3	1.49	3.39	8.18		2.59	f 5.13		10.18			12.35	5.13
4.1													
A. T. & S. F. CROSSING	63.2												
0.3													
DN TULARE	62.9	1.41	s 3.31	s 8.10		s 2.51	s 5.03		s10.10			12.15PM 11.05	4.45
5.8													
OCTOL	57.1	1.31	3.19	7.59		2.41	f 4.43		10.00			10.45	4.25
4.6													
D TIPTON	52.5	1.25	3.12	s 7.52		f 2.35	s 4.36		9.54			10.05	4.05
3.3													
QUAIL	49.2			f			f						
3.1													
D PIXLEY	46.1	1.16	3.04	s 7.42		2.26	s 4.25		9.45			9.45	3.34
5.6													
EARLIMART	40.5	1.08	2.56	f 7.34		2.19	f 4.14		9.36			9.28	3.20
4.1													
RADNOR	36.4	1.03	2.51	7.28		2.14	f 4.07		9.30			9.15	3.06
4.2													
D DELANO	32.2	12.58	2.45	s 7.23		f 2.09	s 4.01		f 9.18			9.00	2.57
6.3													
D McFARLAND	25.9	12.50	2.36	s 7.14		s 2.00	s 3.50		f 9.09			8.33	2.40
3.9													
HUNT (Spur)	22.0												
1.7													
DN-R **FAMOSO**	20.3	12.43	2.29	7.07	s 7.15AM	f 1.53	s 3.41		9.02	3.35AM		7.55	2.25
3.3													
PAGE	17.0	12.38	2.25	7.03	f 7.10	1.48	f 3.35		8.58	3.25		7.40	2.15
4.6													
LERDO	12.4	12.32	2.19	6.57	f 7.03	1.42	f 3.29		8.52	3.05		7.30	1.42
5.3													
SACO	7.1	12.25	2.12	6.50	6.55	1.35	f 3.21		8.45	2.45		7.17	1.17
2.8													
D-R **OIL JUNCTION**	4.3	12.21	2.08	6.46	f 6.51	1.31	f 3.17		8.41	2.33		7.10	1.10
2.5													
NOME	1.8	12.17	2.03	6.42	6.47	1.27	3.12		8.37	2.25		7.02	1.02
0.5													
BREWERY (Spur)	1.3												
1.3													
DN-R **BAKERSFIELD**	0.0	12.10AM	1.51AM	6.35AM	6.40AM	1.20PM	3.05PM		8.30PM	2.15AM		6.50AM	12.50PM
(107.4)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily
Time over District		(2.45)	(2.59)	(2.58)	(2.00)	(2.48)	(3.50)	(1.10)	(3.15)	(1.20)	(3.45)	(9.05)	(8.10)
Average speed per hour		39.05	36.00	36.18	26.95	38.35	29.29	28.80	33.04	15.22	8.96	13.56	13.15

Westward trains are superior to trains of the same class in the opposite direction.

ADDITIONAL STOPS.

No. 7 stop all stations west of Bakersfield to discharge passengers from stations east thereof.

BAKERSFIELD AND MOJAVE SUBDIVISION

TIME TABLE
No. 127
November 10, 1915

Eastward — **FROM SAN FRANCISCO**

Capacity of sidings in car lengths and location of Scales, Fuel Water, Turning and Telephone Stations.					THIRD CLASS					SECOND CLASS		FIRST CLASS									Distance from San Francisco		STATIONS
					334	**340**	**342**	**338**	**252**	**308**	**306**	**8**	**122**	**108**	**114**	**112**	**26**	**50**	**116**			
					Santa Fe Freight	Freight	Way Freight	Freight	Sunset Manifest Freight	Bakersfield McKittrick Mixed	Bakersfield Olig Mixed	San Francisco Los Angeles Passenger	Santa Fe Overland Express	Los Angeles Express	Santa Fe California Limited	Santa Fe Tourist Express	The Owl	San Joaquin Valley Flyer	Santa Fe The Angel			
					Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Sunday Only	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
WFTYOP Yard							8.35AM	3.05AM	**12.10AM**	8.15AM	7.30AM	10.30PM		12.01PM			2.17AM	2.00AM		312.9	Automatic Block Signals	DN-R **BAKERSFIELD** 0.7
P					**5.05PM**	10.40AM	**8.40**	3.10	**12.15**	8.20AM	**7.35AM**	10.33	6.33PM	12.04	10.25AM	**8.30AM**	2.20	2.03	**12.10AM**	313.6		DN-R **KERN JUNC.** 3.4
79 P					5.15	10.50	8.50	3.20	12.25			10.38	6.38	12.08	10.30	8.35	2.25	2.08	12.15	317.0		MAGUNDEN 3.1
74 P					5.25	11.00	9.10	3.30	12.35			s10.45	6.42	s12.14	10.34	8.40	2.30	2.13	12.20	320.1		DN EDISON 4.9
65 P					5.40	11.15	9.25	3.45	12.50			f10.58	6.50	f12.23	10.42	8.48	2.38	2.22	12.27	325.0		N SIVERT 2.9
74 PW					5.47	11.22	9.35	3.52	**1.02**			f11.04	6.55	f12.28	10.47	8.53	2.43	2.26	12.32	327.9		D BENA 3.4
71 P					5.55	11.30	9.45	4.00	**1.15**			11.10	**7.01**	**12.35**	10.53	8.59	2.49	2.31	12.38	331.3		ILMON 3.9
East 76 West 71 PW					6.25	12.01PM	10.20	4.30	1.45			**s11.25**	s 7.14	s12.50	s11.05	s 9.10	3.02	2.39	**12.46**	335.2		DN CALIENTE 3.0
73 P					**6.40**	**12.15**	10.35	4.45	2.00			11.40	7.23	12.58	11.14	9.20	3.11	2.48	**12.55**	338.2		ALLARD 2.3
East 68 West 50 PW					6.55	12.30	10.50	**5.00**	2.15			11.50	7.31	f 1.07	11.22	9.30	3.18	2.55	1.03	340.5		DN BEALVILLE 1.8
27 P					7.05	12.40	11.00	5.10	2.25			11.57	7.37	1.12	11.28	9.38	3.24	3.01	1.10	342.3		CLIFF 3.2
East 69 M24 West 67 P					7.25	1.00	11.20	5.30	2.48			**12.12AM**	7.49	f 1.23	11.39	9.51	3.35	3.10	1.20	345.5		DN ROWEN 2.2
4																				347.7		TAMAR (Spur) 1.1
71 PW House 71					**8.00**	**1.35**	**11.49**	6.05	**3.23**			**s12.25**	**8.00**	**s 1.35**	**11.49**	10.03	3.46	**3.23**	1.32	348.8		DN WOODFORD 3.0
60 P					8.20	1.55	12.10PM	**6.25**	3.40			12.50	8.10	1.50	11.59	10.15	3.56	3.34	1.41	351.8		WALONG 2.3
East 77 West 42 PW					8.35	2.10	12.25	6.40	3.53			1.00	8.17	f 2.00	12.06PM	10.25	4.05	3.43	1.48	354.1		DN MARCEL 0.8
10																				354.9		SEDWELL (Spur) 1.8
71 P					8.50	2.25	12.40	6.55	**4.13**			1.10	8.25	f 2.08	12.14	10.35	**4.13**	3.53	1.56	356.7		CABLE 3.9
170 PW					**9.20**	2.50	**1.00** **1.40**	**7.30**	5.00			s 1.30	s 8.41	s 2.23	s12.28	s10.52	4.28	f **4.03**	2.05	360.6		DN-R **TEHACHAPI** 1.8
121 PY					9.40	3.30	**2.00**	8.00	5.30			1.35	8.46	2.26	12.32	10.56	**4.32**	4.07	2.09	362.4		SUMMIT 2.0
13																				364.4		SULLIVAN (Spur) 0.6
33												f 1.40		f 2.30						365.0		MONOLITH 2.1
71 P					**10.16**	3.45	**2.35**	8.30	**5.50**			1.45	**8.53**	**2.35**	12.39	**11.06**	4.38	**4.13**	2.15	367.1		PROCTOR 0.9
24 YP																				368.0		ERIC (Wye) 1.9
95 PW					10.30	4.00	2.55	8.50	6.10			1.50	8.57	f 2.40	**12.45**	11.13	4.44	4.17	2.20	369.9		DN CAMERON 2.8
72 P					10.45	4.15	3.10	9.05	**6.35**			1.55	9.02	2.45	12.50	11.18	4.49	4.22	2.25	372.7		DN LAROSE 2.7
53 P					**11.07**	4.30	3.30	9.25	6.50			2.00	9.07	f 2.50	**12.55**	11.23	4.54	4.27	2.30	375.4		DN WARREN 2.4
71 P					**11.20**	**4.50**	3.45	9.40	7.05			2.05	9.12	2.55	1.00	11.28	4.59	4.32	2.35	377.8		DN FRAM 1.3
8																				379.1		RESERVOIR (Spur) 0.4
48																				379.5		SAGE (Spur) 1.2
Yard WFTYOP					11.55PM	5.30PM	4.05PM	9.55AM	7.25AM			s 2.15AM	s 9.17PM	s 3.00PM	s 1.05PM	s11.35AM	s **5.05AM**	s 4.37AM	**2.40AM**	380.7		DN-R **MOJAVE**
					Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Sunday Only	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(67.8)
					(6.50)	(6.50)	(7.30)	(6.50)	(7.15)	(0.05)	(0.05)	(3.45)	(2.44)	(2.59)	(2.40)	(3.05)	(2.48)	(2.37)	(2.30)			Time over District
					9.81	9.81	9.92	9.92	9.25	8.40	8.40	18.08	24.54	22.72	25.16	21.76	24.21	25.90	26.84			Average speed per hour

Westward trains are superior to trains of the same class in the opposite direction.

A third class or extra train meeting a third class or extra train at Tehachapi under time table or train order superiority will consider the cut off switch directly in front of the telegraph office the point at which the inferior train will take siding.

ADDITIONAL STOPS

No. 50 stop all stations to receive passengers for El Paso or east.

BAKERSFIELD AND MOJAVE SUBDIVISION.

TOWARD SAN FRANCISCO

TIME TABLE No. 127 November 10, 1915		Distance from Mojave	FIRST CLASS								SECOND CLASS		THIRD CLASS			
			7	117	113	107	121	25	115	49	307	309	341	251	253	333
			Los Angeles San Francisco Passenger	Santa Fe Mail and Express	Santa Fe California Limited	Fresno Express	Santa Fe Passenger	The Owl	Santa Fe The Saint	San Joaquin Valley Flyer	Olig Bakersfield Mixed	McKittrick Bakersfield Mixed	Way Freight	Sunset Manifest Freight	Freight	Santa Fe Freight
	STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Sunday Only	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Automatic Block Signals	DN-R **BAKERSFIELD** 0.7	67.8	¶ 6.00AM			s 2.55PM		s**12.05**AM		s 1.45AM	s 4.00PM	s 5.00PM				
	DN-R **KERN JUNC.** 3.4	67.1	5.55	**7.43**AM	1.00PM	2.52	7.33PM	**12.01**AM	1.25AM	1.41	3.45PM	**4.55**PM				
	MAGUNDEN 3.1	63.7	5.50	7.38	12.55	2.47	7.27	11.56	1.19	1.36						
	DN EDISON 4.9	60.6	s 5.45	7.34	12.51	s 2.42	7.22	11.52	1.14	1.31						
	N SIVERT 2.9	55.7	5.37	7.27	12.45	f 2.35	7.14	11.45	1.07	1.25						
	D BENA 3.4	52.8	5.31	7.21	12.40	f 2.30	7.08	11.40	**1.02**	1.20						
	ILMON 3.9	49.4	5.25	7.15	**12.35**	2.24	**7.01**	11.34	12.56	**1.15**						
	DN CALIENTE 3.0	45.5	s 5.15	s 7.06	s12.24	s 2.15	s 6.48	**11.25**	**12.46**	1.06						
	ALLARD 2.3	42.5	5.06	6.58	**12.15**	2.07	**6.40**	11.15	12.35	**12.55**						
	DN BEALVILLE 1.8	40.2	f **5.00**	6.53	12.10	s 2.01	6.34	11.10	12.30	12.50						
	CLIFF 3.2	38.4	4.54	6.48	12.05PM	1.54	6.28	11.06	12.22	12.45						
	DN ROWEN 2.2	35.2	4.46	6.40	11.58	f 1.45	6.20	10.59	**12.12**	12.35						
	TAMAR (Spur) 1.1	33.0														
	DN WOODFORD 3.0	31.9	s 4.37	6.32	11.49	s 1.35	6.10	10.51	12.03AM	**12.25**						
	WALONG 2.3	28.9	4.29	**6.25**	11.40	1.28	6.03	10.45	11.57	12.18						
	DN MARCEL 0.8	26.6	4.23	6.20	11.35	f 1.23	5.57	10.40	11.52	12.13						
	SEDWELL (Spur) 1.8	25.8														
	CABLE 3.9	24.0	**4.13**	6.14	11.29	f 1.17	5.50	10.34	11.46	12.07AM						
	DN-R **TEHACHAPI** 1.8	20.1	s **4.03**	s 6.04	s11.19	s **1.08**	s 5.40	10.25	11.37	f11.58			4.40AM	**7.30**AM	2.10PM	**9.18**PM
	SUMMIT 2.0	18.3	3.50	5.57	11.13	1.00	5.32	10.22	11.34	11.55			**4.32**	7.20	**2.00**	9.08
	SULLIVAN (Spur) 0.6	16.3														
	MONOLITH 2.1	15.7	f 3.44			f12.56							4.18			
	PROCTOR 0.9	13.6	3.40	**5.50**	**11.06**	12.52	5.25	**10.16**	11.28	11.49			**4.13**	7.05	1.40	**8.53**
	ERIC (Wye) 1.9	12.7														
	DN CAMERON 2.8	10.8	f 3.34	5.42	11.00	f**12.45**	5.20	10.11	11.22	11.43			4.00	6.50	1.25	8.40
	DN LAROSE 2.7	8.0	3.23	5.34	10.52	12.34	5.10	10.04	11.15	11.36			3.45	**6.35**	1.10	8.25
	DN WARREN 2.4	5.3	3.11	5.25	10.44	f12.25	5.00	9.56	**11.07**	11.28			3.30	6.20	**12.55**	8.10
	DN FRAM 1.3	2.9	2.59	5.15	10.35	12.15	**4.50**	9.47	10.59	**11.20**			3.15	6.05	12.40	7.55
	RESERVOIR (Spur) 0.4	1.6														
	SAGE (Spur) 1.2	1.2														
	DN-R **MOJAVE**	0.0	**2.45**AM	**5.05**AM	10.25AM	¶ 12.05PM	4.40PM	9.38PM	10.50PM	11.10PM			**2.55**AM	5.45AM	12.20PM	7.35PM
	(67.8)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Sunday Only	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	Time over District Average speed per hour		(3.15) 20.86	(2.38) 25.48	(2.35) 25.97	(2.50) 23.92	(2.53) 23.27	(2.27) 27.67	(2.35) 25.97	(2.35) 26.24	(0.05) 8.40	(0.05) 8.40	(1.45) 11.49	(1.45) 11.49	(1.50) 10.96	(1.43) 11.70

Westward trains are superior to trains of the same class in the opposite direction.

A third class or extra train meeting a third class or extra train at Tehachapi under time table or train order superiority will consider the cut off switch directly in front of the telegraph office the point at which the inferior train will take siding.

MOJAVE AND SAUGUS SUBDIVISION

Eastward **FROM SAN FRANCISCO**

TOWARD SAN FRANCISCO **Westward**

Capacity of sidings in car lengths and location of Scales, Fuel, Water, Turning and Telephone Stations.	THIRD CLASS		FIRST CLASS				Distance from San Francisco	TIME TABLE No. 127 November 10, 1915	Distance from Saugus	FIRST CLASS				THIRD CLASS	
	252 Sunset Manifest Freight	**264** Way Freight	**108** Los Angeles Express	**26** The Owl	**50** San Joaquin Valley Flyer	**8** San Francisco Los Angeles Passenger				**107** Fresno Express	**25** The Owl	**49** San Joaquin Valley Flyer	**7** Los Angeles San Francisco Passenger	**251** Sunset Manifest Freight	**263** Way Freight
	Leave Daily	Leave Daily Ex. Monday	Leave Daily	Leave Daily	Leave Daily	Leave Daily		**STATIONS**		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Except Monday
Yard WFTOPY	8.30AM	6.00AM	3.10PM	5.15AM	**4.47AM**	**2.35AM**	380.7	DN-R **MOJAVE**	69.9	¶ 11.45AM	s 9.30PM	s 11.00PM	s **2.30AM**	**4.42AM**	12.35PM
								4.1							
17			f				384.8	FLETA (Spur)	65.8	f					
								2.5							
70	8.50	6.25	f 3.20	5.25	4.57	2.50	387.3	GLOSTER	63.3	f 11.30	9.15	10.46	2.12	4.15	11.50
								7.0							
70 P	9.10	6.45	s 3.30	5.35	5.08	f 3.05	394.3	D ROSAMOND	56.3	s **11.16**	9.03	10.34	f 1.58	3.55	**11.16**
								5.6							
70 W	9.25	7.05	f 3.38	5.43	5.16	3.15	399.9	OBAN	50.7	f 11.08	8.56	10.27	1.48	3.40	10.30
								5.6							
92 W	**9.55**	8.00	s 3.50	5.50	5.24	s **3.25**	405.5	DN-R LANCASTER	45.1	s 11.00	8.49	f 10.20	s 1.38	**3.25**	**9.55**
								4.3							
70	10.15	8.20	f 3.57	5.57	5.31	3.35	409.8	DENIS	40.8	f 10.53	8.43	10.14	1.23	3.04	9.15
								4.0							
70 WFY	**10.47**	**9.00**	s 4.07	6.03	5.37	s 3.50	413.8	DN-R PALMDALE	36.8	s **10.47**	8.38	f 10.09	s 1.17	2.56	**9.00**
								2.5							
70	11.10	9.15	f 4.14	6.09	5.42	3.58	416.3	HAROLD	34.3	f 10.41	8.34	10.03	1.09	2.47	8.05
								4.2							
106 PY	11.50	9.50	f 4.28	6.25	5.57	4.20	420.5	VINCENT	30.1	f 10.34	8.26	9.55	1.02	2.33	7.50
								4.5							
70	12.10PM	**10.17**	4.37	6.34	6.07	4.30	425.0	BERLIN	25.6	**10.17**	8.11	9.41	12.45	2.00	7.20
								1.1							
	12.15	10.30	s 4.40	6.37	6.10	f 4.35	426.1	D ACTON	24.5	s 10.13	8.08	9.38	f 12.42	1.55	7.10
								2.9							
86 W	12.50	11.05	s 4.48	**6.43**	**6.16**	s 4.45	429.0	DN RAVENNA	21.6	s 10.05	8.00	9.31	f 12.34	1.45	**6.43** **6.11**
								5.6							
70	1.15	11.25	f 5.00	6.55	6.28	5.00	434.6	RUSS	16.0	f 9.46	7.44	9.16	12.12	1.15	5.40
								1.4							
20							436.0	ALPINE (Spur)	14.6						
								2.8							
74 W	1.40	12.01PM	s 5.10	7.05	6.38	f **5.10**	438.8	DN LANG	11.8	s 9.35	7.35	9.06	f 12.02AM	12.55	**5.10**
								4.3							
64	1.55	12.20	f 5.19	7.14	6.47	f 5.20	443.1	HUMPHREYS	7.5	f 9.25	7.26	8.56	f 11.52	12.30	4.25
								3.8							
71	2.10	12.40	f 5.26	7.22	6.55	f 5.30	446.9	HONBY	3.7	f 9.15	7.18	8.48	11.43	12.15	4.05
								3.7							
87 WFY	2.30PM	1.00PM	s 5.35PM	7.30AM	s 7.05AM	s 5.40AM	450.6	DN-R **SAUGUS**	0.0	s 9.05AM	f 7.10PM	s 8.40PM	s 11.35PM	12.01AM	3.45AM
	Arrive Daily	Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(69.9)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Except Monday
	(6.00) 11.67	(7.00) 9.99	(2.25) 28.92	(2.15) 31.06	(2.18) 30.39	(3.05) 22.67		……….Time over District………. ………Average speed per hour………		(2.40) 26.21	(2.20) 29.96	(2.20) 29.96	(2.55) 23.96	(4.41) 14.92	(8.50) 8.42

Automatic Block Signals

Westward trains are superior to trains of the same class in the opposite direction.

ADDITIONAL STOPS.

No. 50 stop all stations to receive passengers for El Paso or east.

No. 25 stop Saugus to receive passengers for Oakland and San Francisco.

MOJAVE AND SAUGUS SUBDIVISION.

TIME TABLE
No. 127
November 10, 1915

Eastward	FROM SAN FRANCISCO				TOWARD SAN FRANCISCO	Westward
	SECOND CLASS				SECOND CLASS	
Capacity of sidings in car lengths and location of Scales, Fuel, Water, Turning and Telephone Stations.	402 Mixed Leave Daily	Distance from San Francisco		STATIONS	Distance from Owenyo	401 Mixed Arrive Daily
WFTYOP Yard	11.30PM	380.7	DN-R	**MOJAVE** 1.3	143.5	s 1.30AM
63	f11.36	380.8		CHAFFEE 3.2	142.2	f 1.20
64	f11.46	384.0		CAMBIO 4.3	139.0	f 1.10
63	f11.56	388.3		TRESCAPE 4.6	134.7	f12.55
64	f12.06AM	392.9		NEURALIA 4.4	130.1	f12.40
63	f12.20	397.3		CINCO 5.2	125.7	f12.20AM
East 63W West 64	s12.35	402.5		CANTIL 2.8	120.5	s11.55
14	f	405.3		GYPSITE (Spur) 2.2	117.7	f
64	f12.50	407.5		CENEDA 1.0	115.5	f11.40
6	f	408.5		SALTDALE (Spur) 3.7	114.5	f
East 64 Y West 88	f 1.02	412.2		GARLOCK 4.2	110.8	f11.25
64	f 1.20	416.4		GOLER 4.1	106.6	f11.12
65	f 1.45	420.5		RAND 4.1	102.5	f11.00
64	f 2.05	424.6		TEAGLE 3.8	98.4	f10.45
74 Y	f 2.30	428.4	DN	**SEARLES** 4.4	94.6	f10.30
64	f 2.42	432.8		RADEMACHER 5.5	90.2	f10.10
69	f 2.56	438.3		CODE 4.1	84.7	f 9.55
63	f 3.05	442.4		TERESE 4.8	80.6	f 9.40
64	s 3.20	447.2	DN	INYOKERN 4.5	75.8	s 9.25
65	s 3.32	451.7		LELITER 4.6	71.3	s 9.05
64	s 3.50	456.3	DN	BROWN 4.4	66.7	s 8.50
East 63 Y West 89	f 4.05	460.7		LINNIE 3.6	62.3	f 8.32
63	f 4.18	464.3		NARKA 2.0	58.7	f 8.20
5		466.3		SODAN (Spur) 2.0	56.7	
65	s 4.35	468.3		LITTLE LAKE 3.2	54.7	s 8.10
East 63 Y West 63	f 4.50	471.5		MABEL 4.1	51.5	f 8.00
64	f 5.05	475.6		SYKES 2.2	47.4	f 7.50
6		477.8		LANSON (Spur) 2.1	45.2	
64	f 5.15	479.9		TALUS 4.2	43.1	f 7.40
63W	f 5.35	484.1		HAIWEE 4.4	38.9	f 7.28
71	f 5.48	488.5		LOCO 4.8	34.5	f 7.15
64	f 6.00	493.3		OLANCHA 4.4	29.7	s 7.05
69	f 6.10	497.7		CARTAGO 4.6	25.3	f 6.50
69	f 6.20	502.3		MONACHEE 4.0	20.7	f 6.40
68	f 6.32	506.3		BRIER 4.0	16.7	f 6.27
69	f 6.45	510.3		CARROLL 4.0	12.7	f 6.15
69	f 6.55	514.3		DIAZ 4.5	8.7	f 6.05
East 69 West 73	s 7.20	518.8		LONE PINE 4.2	4.2	s 5.50
135FY	¶ 7.45AM	523.0	D-R	**OWENYO**	0.0	¶ 5.35PM
	Arrive Daily			(143.5)		Leave Daily
	(8.15)			Time over District		(7.55)
	17.39			Average speed per hour		18.14

Westward trains are superior to trains of the same class in the opposite direction.

FRESNO AND BAKERSFIELD SUBDIVISION.

Eastward

FROM SAN FRANCISCO

Capacity of siding in car lengths, and location of Scales, Fuel, Water, Turning and Telephone Stations.	THIRD CLASS		FIRST CLASS									Distance from San Francisco		TIME TABLE No. 127 November 10, 1915
	246	250	312	154	88	70	132	66	64	72	94			STATIONS
	Kerman Goshen Junc. Way Freight	Coalinga Goshen Junc. Way Freight	Alcalde Coalinga Passenger	Fresno Ingle Visalia Passenger	Coalinga Fresno Passenger	Lemoore Goshen Junc. Passenger	Kerman Exeter Passenger	Armona Goshen Junc. Passenger	Stratford Exetor Mixed	Armona Goshen Junc. Passenger	Coalinga Exeter Fresno Passenger			
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Wed. Only	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
48 T			11.15AM									273.3	R	ALCALDE 1.2
4												272.1		LE ROY 2.2
22												269.9		CRUMP (Spur) 1.5
84 YP		5.00AM	s11.40AM		5.45PM						6.30AM	268.4	D-R	COALINGA 1.7
53 F		5.10			f 5.48						f 6.35	266.7		ORA 6.7
28		5.30			f 6.00						f 6.47	260.0		TURK 7.3
57		5.50			s 6.15						s 7.00	252.7	D	HURON 6.6
64		6.10			f 6.27						f 7.10	246.1		HENRIETTA 6.7
18		6.30			f 6.40						f 7.21	239.4		LETHENT 2.9
87 Y		6.40			f 6.45	6.25PM			s 1.35PM		f 7.26	236.5	R	ROSSI 1.1
23					f				f 1.40		f	235.4		HEINLEN 1.5
29		6.50 8.15			s 6.50	s 6.30			s 2.00		s 7.32	233.9	D	LEMOORE 2.7
5					f	f			f		f	231.2		ORION 2.1
58 WYP	9.16AM	8.35 9.26		s 9.50PM	s 7.00	s 6.40	s 4.15PM	s 3.55PM	s 2.15	s 8.50AM	s 7.41	229.1	D-R	ARMONA 3.1
												232.2		A. T. & S. F. CROSSING 0.3
70	9.30 9.40	9.40 11.05		s10.00	s 7.15	s 6.48	s 4.30	s 4.05	s 2.35	s 9.00	s 7.51	232.5	D	HANFORD 5.1
75	9.55	11.20		f10.10	f 7.25	6.57	f 4.39	f 4.15	f 2.46	f 9.08	f 8.00	237.6		REMNOY 7.7
79 WFY	10.15AM	11.50AM		s10.25PM	s 7.40PM	s 7.15PM	s 4.50PM	s 4.30PM	s 3.05PM	s 9.22AM	s 8.15AM	245.3	DN-R	GOSHEN JUNC.
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Wed. Only	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(60.4)
	(0.59) 19.83	(6.50) 17.61	(0.25) 11.76	(0.35) 27.77	(1.55) 28.95	(0.50) 28.32	(0.35) 27.77	(0.35) 27.77	(1.30) 15.73	(0.32) 30.34	(1.45) 31.71			Time over District Average speed per hour

Westward trains are superior to trains of the same class in the opposite direction.
Exceptions: No. 94 is superior to Nos. 65 and 85. Nos. 70 and 88 are superior to No. 69. No. 246 is superior to No. 245.

FRESNO AND BAKERSFIELD SUBDIVISION.

Eastward

FROM SAN FRANCISCO

Capacity of siding in car lengths and location of Scales, Fuel, Water, Turning and Telephone Stations.	THIRD CLASS	FIRST CLASS																Distance from San Francisco		TIME TABLE No. 127 November 10, 1915
	312	154	520	68	518	132	516	64	514	510	508	506	60	94	504	92	110			STATIONS
	Merchandise Special	Fresno Ingle Visalia Passenger	Visalia Electric Passenger	Goshen Junc. Visalia Passenger	Visalia Electric Passenger	Kerman Exeter Passenger	Visalia Electric Passenger	Stratford Exeter Passenger	Visalia Electric Passenger	Visalia Electric Passenger	Visalia Electric Passenger	Visalia Electric Passenger	Goshen Junc. Springville Passenger	Coalinga Exeter Fresno Passenger	Visalia Electric Passenger	Goshen Junc. Porterville Passenger	Goshen Junc. Visalia Passenger			
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
79 WFY		10.35PM		7.55PM		5.30PM		3.15PM					9.30AM	8.35AM		7.25AM	12.05AM	245.3	DN-R	GOSHEN JUNC. 3.7
														f				249.0		FAXON (No Siding) 1.5
10																		250.5		JACOBS (Spur) 2.1
27																		252.6		WEST VISALIA 0.5
54	3.00AM	s10.55PM	10.33PM	s 8.15PM	8.05PM	s 5.50	5.25PM	s 3.35 5.15	3.25PM	1.20PM	11.00AM	10.00AM	s 9.50	s8.55	7.55AM	s7.45	12.25AM	253.1	D-R	VISALIA 0.1
																		253.2		A. T. & S. F. CROSSING 2.0
25	3.11		f10.41		f 8.13	6.00	f 5.33	5.23	f3.33	f 1.28	f11.08	f10.08	9.58	9.03	f8.03	7.53		255.2		AMBLER (Spur) 2.1
5																		257.3		RECTOR 1.7
16	3.25		s10.47		s 8.19	s 6.06	s 5.39	s 5.29	s3.39	s 1.34	s11.14	s10.15	s10.05	f9.09	s8.09	s7.59		259.0	D	FARMERSVILLE 1.2
21	3.29		f10.50		f 8.22	6.08	f 5.42	f 5.32	f3.42	f 1.37	f11.17	f10.17	f10.07	9.12	f8.12	f8.02		260.2		GIANT OAK 0.9
7	3.32		f10.52		f 8.24	6.10	f 5.44	5.34	f3.44	f 1.39	f11.19	f10.19		9.14	f8.14	8.04		261.1		LUNA 2.1
70 YW	3.45AM		s10.58PM		s 8.30PM	s 6.20PM	s 5.50PM	s 5.40PM	s3.50PM	s 1.45PM	s11.25AM	s10.25AM	s10.15AM	s9.20AM	s8.20AM	s8.10AM		263.2	DN-R	EXETER
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(17.9)
	(0.45) 13.46	(0.20) 23.40	(0.25) 24.24	(0.20) 23.40	(0.25) 24.24	(0.50) 21.48	(0.25) 24.24	(2.25) 23.86	(0.25) 24.24	(0.25) 24.24	(0.25) 24.24	(0.25) 24.24	(0.45) 23.86	(0.45) 23.86	(0.25) 24.24	(0.45) 23.86	(0.20) 23.40			Time over District Average speed per hour

Westward trains are superior to trains of the same class in the opposite direction. Exceptions: No. 64 is superior to No. 71. No. 132 is superior to No. 67.

FRESNO AND BAKERSFIELD SUBDIVISION

TOWARD SAN FRANCISCO

Westward

TIME TABLE

No. 127

November 10, 1915

	STATIONS	Distance from Goshen Jct.	FIRST CLASS									THIRD CLASS	
			153	131	65	85	61	97	63	69	311	249	245
			Goshen Junc. Ingle Fresno Passenger	Visalia Kerman Passenger	Visalia Armona Passenger	Fresno Coalinga Passenger	Visalia Stratford Mixed	Porterville Armona Passenger	Springville Lemoore Passenger	Goshen Junc. Coalinga Passenger	Coalinga Alcalde Passenger	Goshen Junc. Coalinga Way Freight	Goshen Junc. Kerman Way Freight
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Wed. Only	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
R	ALCALDE	60.4									11.10AM		
	1.2												
	LE ROY	59.2											
	2.2												
	CRUMP (Spur)	57.0											
	1.5												
D-R	COALINGA	55.5				s10.40AM				s10.00PM	10.45AM	1.00PM	
	1.7												
	ORA	53.8				f10.33				f 9.55		12.50	
	6.7												
	TURK	47.1				f10.15				f 9.38		12.15PM	
	7.3												
D	HURON	39.8				s10.00				s 9.23		11.40	
	6.6												
	HENRIETTA	33.2				f 9.46				f 9.10		11.05	
	6.7												
	LETHENT	26.5				f 9.33				f 8.57		10.40	
	2.9												
R	ROSSI	23.6				s 9.28	s11.20AM		f 6.20PM	s 8.51		10.30	
	1.1												
	HEINLEN (Spur)	22.5				f 9.25	f11.15			f 8.48		10.20	
	1 5												
D	LEMOORE	21.0				s 9.21	s11.10		s 6.15	s 8.45		10.15	
	2.7												
	ORION (Spur)	18.3				f	f		f	f			
	2.1												
D-R	ARMONA	16.2	s 4.55AM	s 6.55AM	s 8.45AM	s 9.10	s10.57	s 3.50PM	s 6.00	s 8.35		9.20 8.10	11.45AM
	3.1												
	A. T. & S. F. CROSSING	13.1											
	0.3												
D	HANFORD	12.8	s 4.45	s 6.46	s 8.35	s 9.00	s10.46	s 3.39	s 5.50	s 8.25		7.51 6.36	11.30 11.05
	5.1												
	REMNOY	7.7	f 4.32	f 6.37	f 8.27	f 8.50	f10.34	f 3.27	f 5.42	f 8.13		6.21	10.50
	7.7												
DN-R	GOSHEN JUNC.	0.0	4.20AM	6.25AM	8.15AM	8.35AM	10.20AM	3.15PM	5.30PM	8.00PM		6.00AM	10.30AM
	(60.4)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Wed. Only	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
	Time over District		(0.35)	(0.30)	(0.30)	(2.05)	(1.00)	(0.35)	(0.50)	(2.00)	(0.25)	(7.00)	(1.15)
	Average speed per hour		27.78	32.40	32.40	26.64	23.60	27.77	28.32	27.75	11.77	11.09	19.44

Westward trains are superior to trains of the same class in the opposite direction.
Exceptions: No. 94 is superior to Nos. 65 and 85. Nos. 70 and 88 are superior to No. 69. No. 246 is superior to No. 245.

FRESNO AND BAKERSFIELD SUBDIVISION

TOWARD SAN FRANCISCO

Westward

TIME TABLE

No. 127

November 10, 1915

	STATIONS	Distance from Exeter	FIRST CLASS																	
			131	503	65	505	61	7	507	509	97	511	63	513	71	67	517	99	109	519
			Visalia Kerman Passenger	Visalia Electric Passenger	Visalia Armona Passenger	Visalia Electric Passenger	Visalia Stratford Mixed	Los Angeles San Francisco Passenger	Visalia Electric Passenger	Visalia Electric Passenger	Porterville Armona Passenger	Visalia Electric Passenger	Springville Lemoore Passenger	Visalia Electric Passenger	Exeter Visalia Passenger	Exeter Goshen Junc. Passenger	Visalia Electric Passenger	Fresno Goshen Junc. Passenger	Porterville Goshen Junc. Passenger	Visalia Electric Passenger
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
DN-R	GOSHEN JUNC.	17.9	s6.20AM		s8.10AM		s9.20AM	s10.15AM			s3.05PM		s4.50PM			s7.40PM		s10.25PM	s11.35PM	
	3.7																			
	FAXON (No Siding)	14.2			f						f									
	1.5																			
	JACOBS (Spur)	12.7																		
	2.1																			
	WEST VISALIA	10.6																		
	0.5																			
D-R	VISALIA	10.1	6.00AM	s7.45AM	7.50AM	s8.50AM	9.00AM	s 9.50	s10.55AM	s 1.18PM	s2.45	s3.20PM	s4.30	s5.05PM	s6.20PM	7.20 s6.55	s7.55PM	s10.00	11.15 s10.10	s10.25PM
	0.1																			
	A. T. & S. F. CROSSING	10.0																		
	2.0																			
	AMBLER (Spur)	8.0		f7.37		f8.42		9.41	f10.47	f 1.10	2.36	f3.12	4.22	f4.57	6.12	6.47	f7.47	9.51	10.02	f10.17
	2.1																			
	RECTOR	5.9													f					
	1.7																			
D	FARMERSVILLE	4.2		s7.31		s8.36		f 9.35	s10.41	s 1.04	f2.30	s3.06	s4.16	s4.51	s6.06	s6.41	s7.41	s 9.45	s 9.56	s10.11
	1.2																			
	GIANT OAK	3.0		f7.28		f8.33		9.32	f10.38	f 1.01	2.28	f3.03	f4.13	f4.48	f6.03	6.38	f7.38	f 9.43	f 9.53	f10.08
	0.9																			
	LUNA	2.1		f7.26		f8.31		9.30	f10.36	f12.59	2.26	f3.01		f4.46			f7.36		9.51	f10.06
	2.1																			
DN-R	EXETER	0.0		7.20AM		8.25AM		9.23AM	10.30AM	12.53PM	2.20PM	2.55PM	4.05PM	4.40PM	5.55PM	6.30PM	7.30PM	9.35PM	9.45PM	10.00PM
	(17.9)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	Time over District		(0.20)	(0.25)	(0.20)	(0.25)	(0.20)	(0.48)	(0.25)	(0.25)	(0.45)	(0.25)	(0.45)	(0.25)	(0.25)	(1.10)	(0.25)	(0.50)	(1.50)	(0.25)
	Average speed per hour		23.40	24.24	23.40	24.24	23.40	22.37	24.24	24.24	23.86	24.24	23.86	24.24	24.24	23.86	24.24	21.48	23.86	24.24

Westward trains are superior to trains of the same class in the opposite direction. Exceptions: No. 64 is superior to No. 71. No. 132 is superior to No. 67.

FRESNO AND BAKERSFIELD SUBDIVISION

Eastward — FROM SAN FRANCISCO | TOWARD SAN FRANCISCO — Westward

Capacity of sidings in car lengths and location of Scales, Fuel, Water, Turning and Telephone Stations.	THIRD CLASS		FIRST CLASS			TIME TABLE No. 127 November 10, 1915			FIRST CLASS		THIRD CLASS	
	150 Ingle Armona Mixed	**246** Kerman Goshen Junc. Way Freight	**154** Fresno Ingle Visalia Passenger	**132** Kerman Exeter Passenger	Distance from San Francisco			Distance from Armona	**131** Visalia Kerman Passenger	**153** Goshen Junc. Ingle Fresno Passenger	**245** Goshen Junc. Kerman Way Freight	**151** Armona Ingle Mixed
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily			**STATIONS**		Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
73 WYP		6.45AM		3.00PM	193.0	DN-R	**KERMAN**	36.1	s 8.00AM		2.55PM	
							6.7					
80		7.05		f 3.10	199.7		McMULLIN	29.4	f 7.46		2.30	
							5.4					
57		7.36		s 3.20	205.1	D	RAISIN CITY	24.0	s 7.36		2.10	
							5.6					
63		8.00		s 3.30	210.7	D	CARUTHERS	18.4	s 7.27		1.45	
							6.1					
57 W		8.20		f 3.40	216.8		CANDO	12.3	f 7.15		1.25	
							3.5					
					220.3		LATON AND WESTERN RY. CROSSING	8.8				
							0.3					
58		8.30		f 3.47	220.6		LILLIS	8.5	f 7.10		1.10	
							2.4					
59	s12.15PM	8.45	s 9.30PM	s 4.00	223.0	D-R	**HARDWICK**	6.1	s 7.07	¶ 5.15AM	1.00	s 1.10PM
							2.3					
22	12.23	8.52	f 9.35	f 4.05	225.3		KIMBLE	3.8	f 7.01	f 5.08	12.45	1.00
							3.8					
58 WYP	s12.35PM	9.05AM	s 9.45PM	s 4.15PM	229.1	D-R	**ARMONA**	0.0	s 6.55AM	s 5.00AM	12.35PM	s12.50PM
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily			(36.1)		Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
	(0.20)	(2.20)	(0.15)	(1.15)			Time over District		(1.05)	(0.15)	(2.20)	(0.20)
	18.30	15.47	24.40	28.80			Average speed per hour		33.32	24.40	15.47	18.30

Westward trains are superior to trains of the same class in the opposite direction. Exceptions: Nos. 246 and 150 are superior to Nos. 245 and 151.

FRESNO AND BAKERSFIELD SUBDIVISION

Eastward — FROM SAN FRANCISCO | TOWARD SAN FRANCISCO — Westward

Capacity of sidings in car lengths and location of Scales, Fuel, Water, Turning and Telephone Stations.	THIRD CLASS	FIRST CLASS		TIME TABLE No. 127 November 10, 1915			FIRST CLASS	THIRD CLASS
	150 Ingle Armona Mixed	**154** Fresno Ingle Visalia Passenger	Distance from San Francisco			Distance from Hardwick	**153** Goshen Junc. Ingle Fresno Passenger	**151** Armona Ingle Mixed
	Leave Daily Ex. Sunday	Leave Daily			**STATIONS**		Arrive Daily	Arrive Daily Ex. Sunday
Y	s 9.10AM	s 7.50PM	181.9	D-R	**INGLE**	42.3	s 7.30AM	s 4.15PM
					5.3			
80	s 9.40	s 8.03	187.2	D	TRANQUILITY	37.0	s 7.18	s 3.50
					4.5			
81	s10.05	s 8.13	191.7	D	SAN JOAQUIN	32.5	s 7.08	s 3.25
					3.2			
20	s10.15	s 8.20	194.9		CALDWELL (Spur)	29.3	s 7.00	s 3.15
					3.7			
1			198.7		NARES	25.5		
					0.3			
15	s10.39	s 8.30	199.0		HELM (Spur)	25.2	s 6.50	s 3.00
					7.2			
35	s11.00	s 8.46	206.2		BURREL	18.0	s 6.32	s 2.45
					3.2			
10	s11.10	s 8.51	209.4		BENDER	14.8	s 6.24	s 2.30
					5.2			
29	s11.40	s 9.03	214.6	D	RIVERDALE (Spur)	9.6	s 6.15	s 2.15
					2.6			
8	s11.50	s 9.09	217.2		ROBINSON (Spur)	7.0	s 6.04	s 1.45
					2.0			
6	s11.59	s 9.14	219.2		HUB (Spur)	5.0	s 5.57	s 1.35
					1.8			
			221.0		LATON & WEST. RY. CROSS.	3.2		
					0.8			
4	s12.07PM	s 9.24	221.8		LYNN (Spur)	2.4	s 5.51	s 1.25
					1.7			
17			223.5		HASSET (Spur)	0.7		
					0.7			
59	s12.15PM	s 9.30PM	224.2	D-R	**HARDWICK**	0.0	s 5.45AM	s 1.15PM
	Arrive Daily Ex. Sunday	Arrive Daily			(42.3)		Leave Daily	Leave Daily Ex. Sunday
	(3.05)	(1.40)			Time over District		(1.45)	(3.00)
	13.71	25.38			Average speed per hour,		24.17	14.10

Westward trains are superior to trains of the same class in the opposite direction. Exception: No. 150 is superior to No. 151.

FRESNO AND BAKERSFIELD SUBDIVISION.

Eastward FROM SAN FRANCISCO — TIME TABLE No. 127, November 10, 1915 — TOWARD SAN FRANCISCO Westward

	THIRD CLASS	FIRST CLASS								FIRST CLASS			THIRD CLASS
Capacity of sidings in car lengths and location of Scales, Fuel, Water, Turning and Telephone Stations.	320 Way Freight Leave Daily Ex. Sunday	148 Fresno Friant Passenger Leave Daily	146 Fresno Friant Passenger Leave Daily	144 Fresno Friant Passenger Leave Daily	Distance from San Francisco		STATIONS		Distance from Friant	145 Friant Fresno Passenger Arrive Daily	147 Friant Fresno Passenger Arrive Daily	149 Friant Fresno Passenger Arrive Daily	321 Way Freight Arrive Daily Ex. Sunday
Yard WFTOPY	5.30AM	3.50PM	12.05PM	6.45AM	205.5	DN-R	**FRESNO**	1.6	24.4	s 9.25AM	s 2.50PM	s 6.30PM	1.30PM
			f		207.1		A. T. & S. F. CROSSING	0.9	22.8			f	
30		f	f	f	208.0		EAST FRESNO	1.4	21.9	f	f	f	
88	5.50	f 4.06	f12.21	f 7.01	209.4		BARTON (Spur)	2.2	20.5	f 9.07	f 2.32	f 6.11	12.21
22					211.6		GRANZ (Spur)	0.2	18.3				
57	6.00	f 4.12	f12.27	f 7.07	211.8		MALTERMORO (Spur)	1.1	18.1	f 9.02	f 2.27	f 6.07	12.05PM
25	6.10	s 4.15	s12.30	s 7.10	212.9		LAS PALMAS	0.7	17.0	s 8.59	s 2.24	s 6.04	11.45
143	6.15	f 4.17	f12.32	f 7.12	213.6		EGGERS (Spur)	0.3	16.3	f 8.57	f 2.22	f 6.02	11.35
25		f	f	f	213.9		VANRIS	1.0	16.0	f	f	f	
44	6.20	s 4.21	s12.36	s 7.16	214.9		TARPEY	1.2	15.0	s 8.54	s 2.19	s 5.59	11.30
19	6.30	f 4.24	f12.39	f 7.19	216.1		MELVIN	1.3	13.8	f 8.51	f 2.16	f 5.56	11.20
57 W	7.05	s 4.30	s12.45	s 7.25	217.4	D	CLOVIS	1.1	12.5	s 8.45	s 2.10	s 5.50	11.10
14	**7.29**	f 4.34	f12.49	f **7.29**	218.5		GLORIETTA (Spur)	4.4	11.4	f 8.41	f 2.06	f 5.46	10.05
31	7.50	f 4.43	f12.58	f 7.38	222.9		GORDON	0.7	7.0	f 8.32	f 1.57	f 5.37	9.45
8	8.05	s 4.46	s 1.01	s 7.41	223.6		EL PRADO (Spur)	2.9	6.3	s 8.30	s 1.54	s 5.34	9.35
73	**8.20**				226.5		GRAVEL (Spur)	3.4	3.4	**8.20**			
44 T	8.50AM	s **5.05**PM	s 1.20PM	s **8.00**AM	229.9	D-R	**FRIANT**		0.0	**8.10**AM	1.35PM	**5.15**PM	9.05AM
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily			(24.4)			Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday
	(3.20) 7.32	(1.15) 19.52	(1.15) 19.52	(1.15) 19.52			Time over District Average speed per hour			(1.15) 19.52	(1.15) 19.52	(1.15) 19.52	(4.25) 5.86

Westward trains are superior to trains of the same class in opposite direction.

Exceptions, No. 144 is superior to No. 145, No. 146 to No. 147, No. 148 to No. 149 and No. 320 to No. 321.

FRESNO AND BAKERSFIELD SUBDIVISION.

Eastward FROM SAN FRANCISCO — TIME TABLE No. 127, November 10, 1915 — TOWARD SAN FRANCISCO Westward

	THIRD CLASS							THIRD CLASS
Capacity of sidings in car lengths and location of Scales, Fuel, Water, Turning and Telephone Stations.	80 Stratford Exeter Mixed Leave Daily	Distance from San Francisco		STATIONS		Distance from Stratford	81 Visalia Stratford Mixed Arrive Daily
56 Y	1.00PM	244.1	DR	**STRATFORD**	2.5	0.0	s11.53AM
67	f 1.10	241.6		MARSALA	1.7	2.5	f11.43
54	f 1.18	239.9		CUNEO	3.4	4.2	f11.35
87 Y	s 1.33PM	236.5	R	**ROSSI**		7.6	s11.20AM
	Arrive Daily			(7.6)			Leave Daily
	(0.33) 13.82			Time over District Average speed per hour			(0.33) 13.82

Westward trains are superior to trains of same class in opposite direction.

FRESNO AND BAKERSFIELD SUBDIVISION.

Capacity of sidings in car lengths and location of Scales, Fuel, Water and Telephone Turning and Stations.	Eastward From San Fran.		Distance from San Francisco		TIME TABLE No. 127 November 10, 1915 STATIONS	Distance from Ainrof	Toward San Fran. Westward		
99Y			308.6	D-R	**OIL JUNCTION**	5.7			
					0.3				
48			308.9		STORAGE TRACKS	5.4			
					1.1				
9			310.0		BOAZ	4.3			
					0.5				
35			310.5	D	WAITS	3.8			
					0.6				
98			311.1		SEGURO	3.2			
					0.5				
42			311.6		MALTHA	2.7			
					0.4				
19			312.0		VOLCAN	2.3			
					0.2				
5			312.2		LA SOLAS	2.1			
					0.2				
54			312.4		OMENA	1.9			
					0.3				
8			312.7		ADIOS (Spur)	1.6			
					0.1				
12			312.8		CESARO (Spur)	1.5			
					0.2				
			313.0		**TREADWELL JUNC.**	1.3			
					0.1				
13			313.1		EBIGMO (Spur)	1.2			
					0.3				
19			313.4		PENTOL	0.9			
					0.3				
192Y			313.7		OIL CITY	0.6			
					0.6				
9			314.3	R	**AINROF** (Spur)	0.0			
					(5.7)				

Time over district
Average speed per hour

Note—Oil Junction to Ainrof operated as part of Bakersfield yard.

Capacity of sidings in car lengths and location of Scales, Fuel, Water and Telephone Turning and Stations.	Eastward From San. Fran.		Distance from San Francisco	TIME TABLE No. 127 November 10, 1915 STATIONS	Distance from Porque	Toward San Fran. Westward		
			313.0	**TREADWELL JUNC.**	2.4			
				0.2				
6			313.2	KINROSS (Spur)	2.2			
				0.3				
10			313.5	AMIGO (Spur)	1.9			
				0.2				
9			313.7	ARMIGUS (Spur)	1.7			
				0.2				
12			313.9	KINSALE (Spur)	1.5			
				0.1				
11			314.0	FORFAR (Spur)	1.4			
				0.2				
8			314.2	DERWENT (Spur)	1.2			
				0.5				
5			314.7	CUANDO (Spur)	0.7			
				0.3				
9			315.0	TUBIG (Spur)	0.4			
				0.2				
			315.2	HAYNAN (No Siding)	0.2			
				0.1				
6			315.3	CERTINA (Spur)	0.1			
				0.1				
15			315.4	**PORQUE** (Spur)	0.0			
				(2.4)				

Time over district
Average speed per hour

Note—Treadwell Junc. to Porque operated as part of Bakersfield yard.

Eastward FROM SAN FRANCISCO	SECOND CLASS		FIRST CLASS				TIME TABLE		TOWARD S. FRAN. Westward FIRST CLASS		SECOND CLASS	
Capacity of sidings in car lengths and location of Scales, Fuel, Water and Telephone Turning and Stations.	308 Bakersfield McKittrick Mixed Leave Sunday Only	306 Bakersfield Olig Mixed Leave Daily Ex. Sunday		192 Santa Fe Sunset Passenger Leave Daily	Distrnce from San Francisco		No. 127 November 10, 1915 STATIONS	Distance from Olig	193 Santa Fe Sunset Passenger Arrive Daily		307 Olig Bakersfield Mixed Arrive Daily Ex. Sunday	309 McKittrick Bakersfield Mixed Arrive Sunday Only
Yard WFTYOP	8.15AM	7.30AM			312.9	DN-R	**BAKERSFIELD**	49.8			4.00PM	5.00PM
P	8.20	7.35		s 9.45AM	313.6	DN-R	**KERN JUNCTION**	49.1	s 5.52PM		3.45	4.55
							0.5					
48					314.1		PARSONS	48.6				
							1.0					
8					315.1		PAC. SMELTING	47.6				
							0.2					
43					315.3		BAKERSFIELD CORRALS	47.4				
							1.4					
5					316.7		STRADER (Spur)	46.0				
							2.1					
54 P	f 8.35	f 7.55		f 9.57	318.8		WIBLE ORCHARD	43.9	f 5.39		f 3.20	f 4.40
							1.7					
4					320.5		VENOLA (Spur)	42.2				
							2.1					
66 PY	s 8.45	s 8.10		s10.05AM	322.6	D-R	**GOSFORD**	40.1	s 5.32PM		s 3.00	s 4.30
							5.8					
59 WP	f 9.00	f 8.27			328.4		STEVENS	34.3			f 2.30	f 4.15
							2.3					
4	f	f			330.7		STRAND (Spur)	32.0			f	f
							4.4					
27	f 9.20	f 8.47			335.1		RIO BRAVO	27.6			f 2.05	f 3.55
							3.2					
6	f	f			338.3		GOLA (Spur)	24.4			f	f
							4.5					
27	f 9.39	f 9.07			342.8		BOWERBANK	19.9			f 1.45	f 3.36
							3.5					
111 P	s 9.49	s 9.20			346.3	D	BUTTONWILLOW	16.4			s 1.35	s 3.27
							4.2					
76 WP	f 9.59	f 9.35			350.5		LOKERN	12.2			f 1.15	f 3.16
							8.9					
25	10.26	10.05			359.4		ASPHALTO	3.3			12.35	2.49
							1.2					
40 TPY	s10.30AM	s10.30			360.6	D-R	**McKITTRICK**	2.1			s12.30PM	2.45PM
							2.1					
178		s10.45AM			362.7	R	**OLIG**	0.0			11.00AM	
	Arrive Sunday Only	Arrive Daily Ex. Sunday		Arrive Daily			(49.1)		Leave Daily		Leave Daily Ex. Sunday	Leave Sunday Only
	(2.10) 21.69	(3.10) 15.51		(0.20) 27.00			Time over district Average speed per hour		(0.20) 27.00		(4.45) 10.34	(2.10) 21.69

Westward trains are superior to trains of the same class in the opposite direction.
Exception: No. 306 is superior to No. 307. No. 308 is superior to 309.

SPECIAL RULES

"SAFETY FIRST"

Extra Trains May Pass, or Run Ahead of Third Class Trains Without Receiving an Order to do so.

STANDARD CLOCKS.

Fresno
Goshen Junction
Coalinga
Visalia
Bakersfield
Kern Junction
Mojave
Palmdale

WATCH INSPECTORS.

Webb C. Ball,	General Time Inspector,	San Francisco
The Warner Co.,	Local Inspectors,	Fresno
Hanford Jewelry Co.,	Local Inspectors,	Hanford
G. D. Davidson Co., Saugus to Owenyo, Bakersfield to Fresno, including Branch lines and McKittrick Branch.	Local Inspectors,	Los Angeles
Henry Caseriel	Local Inspector,	Coalinga
Smith Bros.,	Local Inspectors,	Visalia
S. P. Anderson,	Local Inspector,	Exeter
R. A. Hubler,	Local Inspector,	Porterville
H. Oppliger, Bakersfield to Mojave,	Local Inspector,	Bakersfield
Newton Moore,	Local Inspector,	Los Angeles
Luckenbach & Co.,	Local Inspectors,	Los Angeles

BULLETIN BOARDS.

Fresno
Goshen Junction
Kerman
Los Angeles Round House
Coalinga
Bakersfield
Arcade Station
Mojave
Saugus
River Station

CLEARANCES.

Rule 83A will not apply at stations not telegraph offices, or where offices are closed for the day.

A train must not leave McKittrick or Coalinga without a clearance card (Form No. 2643).

REGISTERING.

At Registering stations on single track, or at the end of double track when passing from single to double track, where trains are permitted to register as per Rule 83-B, conductors and telegraphers, or telephone operators, must comply with Rule 96, the same as at non-registering stations.

Helper engineers of Santa Fe freight trains on joint track, will accept from conductors, information on prescribed form, showing the numbers of all superior trains and stating that he has checked the register, and that all have arrived or departed as the case may be.

Exceptions.

Famoso	Trains to and from Branch and terminating only register.
Oil Junction	Trains to and from Branch and terminating only register.
Bakersfield	Eastward S. P. freight trains arriving register. Same to be telegraphed Kern Junction for duplicate register.
Kern Junction	Arrival and departure of Santa Fe passenger trains will be telegraphed Bakersfield for duplicate register.
Lancaster	Helpers only register.
Palmdale	Helpers only register.

Trains Will Register by Form 2642 as Follows:

Goshen Junction	25, 26.
Kern Junction	S. P. passenger trains and westward Santa Fe passenger trains.
Tehachapi	115, 116, 25, 26, 49, 50.
Saugus	25, 26.

TRAIN AND AIR INSPECTION.

Freight trains descending grade will stop 5 minutes, or more, at following points, to allow trainmen to make thorough inspection of wheels and running gear of train in accordance with rule 820:

Between Bakersfield and Mojave	Bealville, Woodford, Marcel, Warren. Eastward freight trains handling P. F. E. Cars will make stops at Larose and Fram in addition.
Between Mojave and Saugus	Ravenna, Lang.
McKittrick Branch	Between Mile Posts 357 and 358.
Between other points	After a continuous run of 40 miles.

That proper inspection of running gear may be made by trainmen, in accordance with rule 824 and permit of their boarding train, freight trains must not exceed a speed of eight miles per hour when entering or pulling out of siding or leaving stations.

Air test referred to in Rule 14 of Rules and Regulations governing air brakes, etc., effective July 1st, 1909, must be made by road crews in charge of passenger and freight trains in the manner prescribed in this rule as follows:

All trains, except Nos. 25, 26, 49, 50, 115 and 116, operating between Bakersfield, Mojave and Saugus, must stop and make this test at following points:

On Eastward freight trains	At Summit and Vincent.
On Eastward passenger trains	At Tehachapi and Vincent.
On Westward trains	At Vincent and Tehachapi.

(**Note.** For westward freight trains test at Summit will be sufficient, if made there, providing no stop is made at Tehachapi.

Running test will be sufficient at these points for trains Nos. 25, 26, 49, 50, 115 and 116, unless they are stopped for some other purpose.)

At all points when train line may have been opened or helpers cut off or picked up.

For all trains ascending grade, stopping at Caliente or Palmdale, this test is required.

For passenger trains ascending grade, not stopping at Caliente or Palmdale, the test made by carmen at Bakersfield or Mojave will be sufficient.

All Westward trains (except No. 25) must make this test at Saugus. No. 25 will make running test, unless stopped for some other purpose.

Engineers when ready for reduction in train line pressure from rear end will sound one long blast of steam whistle, and rear brakeman will on receiving this signal, open angle cock at rear of train, making a reduction of 20 pounds, exercising care to prevent the setting of brakes in emergency. After closing angle cock rear brakeman will signal engineer to release brakes and proceed in manner prescribed by the rules.

Conductor will report to Superintendent, by wire, any failure to properly control train by air brakes and will deliver to Car Inspector at first terminal list showing tonnage of each car in train. Car Inspector will add to list the piston travel of each car in train, as shown by test made before road engine is cut off, also result of three-minute test of all retainers. The list will then be forwarded to Superintendent by first mail.

"19" ORDER.

Within automatic block signal limits, between Fresno and Saugus, the note under Rule 211 is modified as follows:

Form "19" train order may be issued to restrict the superiority of a train, except that form 31 must be used,—

(1) When orders are delivered at a non telegraph or closed telegraph station. (See rule 217).

(2) When necessary to restrict a train which has been cleared or the engine of which has passed train order signal. (See rule 219).

(3) When issuing an order form "G," example 3.

(4) When giving any train right over all trains.

(5) When reducing a time order where necessary that dispatcher have signature of superior trains before completing order to an inferior train.

Operator will fill out clearance, designating thereon numbers of orders, repeat to dispatcher train and order numbers as they appear on clearance and obtain O. K. with time and Superintendent's initials, writing same before delivery in space provided for. Operator will retain carbon copy of clearance.

Dispatcher must write train and order numbers in his train order book as transmitted by operator from clearance, and must designate time clearance was made O. K., not transmitting O. K. unless operator repeats numbers of all orders to be delivered to the train to which clearance is addressed.

When "19" order restricting superiority is issued at station where superiority is restricted, train must be stopped by operator before delivery of order.

Conductor's and Engineer's attention is called to the importance of approaching at a moderate rate of speed telegraph offices where orders are to be received and the necessity for carefully checking clearance to ascertain positively that it is properly addressed and that orders received are those called for by clearance.

Clearance outside automatic block signal limits must show numbers of all orders (both 31 and 19) and be O.K'd. by Dispatcher same as within block signal limits.

AUTOMATIC SIGNALS.

When stopped by Block Signal (not Minute Blocks) on single track, trains will wait five minutes, then proceed as per Rule 504.

The following automatic block signals, governing trains entering and in yards, will be Minute Blocks:

Mojave: Nos. 3802, 3805, 3806, 3811;
Tehachapi: Nos. 3598, 3611;
Bakersfield: No. 3157;
Goshen Jct.: Nos. 2388, 2397.

If signals are at stop, wait one minute and then proceed under control.

At night if light is not burning, trains will be governed by position of arm.

When Block Signals indicating position of switches are yellow boarded, trains will reduce speed to six miles per hour through station limits until switches are passed.

Home signals No. 3805 and No. 3806, (minute blocks) just West of Oil and Water Columns, between main track and siding No. 1, Mojave yard, are placed "back to back." Signal No. 3805 governing Westward trains is located on Fireman's side, who will be on lookout for change in position of signal. Helper Engines occupying main track must stand just West of these signals to prevent delay to Westward trains.

Signal failures or irregularities (either action of arm or condition of light) will be reported to chief dispatcher from first open telegraph office.

INTERLOCKING SIGNAL TOWERS.

Fresno Tower No. 1.

(A. T. & S. F. Crossing 1.6 miles east of Fresno on Friant Branch):

For main track, one long blast of whistle.

To or from spur track, one long and one short blast of whistle.

Fresno Tower No. 2.

(A. T. & S. F. Crossing 1.5 miles east of Fresno on Porterville Branch):

For main track, one long blast of whistle.

Calwa Tower.

(A. T. & S. F. Crossing and end of double track 0.8 miles east of Calwa):

Eastward trains approaching end of double track will call for switch and derailer by one long, one short and one long blast of whistle.

Westward trains will sound one long blast of whistle for crossing and for double track.

Lower arm of signal located just east of crossing controls the admission of westward trains on to double track against the current of traffic.

Dwarf signal located between main tracks just west of tower controls eastward trains moving against the current of traffic.

Hanford Tower.

(A. T. & S. F. Crossing 0.3 miles west of Hanford):

For main track, one long blast of whistle.

For crossing through side track, one long, one short and one long blast of whistle.

Tulare Tower.

(A. T. & S. F. Crossing 0.3 miles west of Tulare):

For main track, one long blast of whistle.

Kern Junction Tower.

(A. T. & S. F. Crossing and McKittrick Branch Jct. 0.7 miles east of Bakersfield):

For main track, one long blast of whistle.

For movement over crossing on side track, one long, one short and one long blast of whistle.

For movement between S. P. and A. T. & S. F. main line, one long and one short blast of whistle.

For movement between main track and transfer track, one short, one long and one short blast of whistle.

General:

For any movement against current of traffic on double track, sound one long and one short blast of whistle.

When a train which has been given the semaphore signal at any crossing does not wish to use crossing, one short and one long blast of whistle should be sounded for the information of the towerman.

SPEED TABLE

This table is for the purpose of determining speed per mile and must in no way conflict with rules restricting speed of trains.

Miles per Hour	1 Mile in		Miles per Hour	1 Mile in		Miles per Hour	1 Mile in		Miles per Hour	1 Mile in	
	Min.	Sec.		Min.	Sec.		Min.	Sec.		Min.	Sec.
6	10		21	2	51	31	1	56	41	1	27
8	7	30	22	2	43	32	1	52	42	1	25
10	6		23	2	36	33	1	49	43	1	23
12	5		24	2	30	34	1	45	44	1	21
15	4		25	2	24	35	1	42	45	1	20
16	3	45	26	2	18	36	1	40	46	1	18
17	3	31	27	2	13	37	1	37	47	1	16
18	3	20	28	2	8	38	1	34	48	1	15
19	3	9	29	2	4	39	1	33	49	1	13
20	3		30	2		40	1	30	50	1	12

MAXIMUM SPEED FOR WHICH LOCOMOTIVES ARE COUNTERBALANCED.

Note—All Locomotives with the following exceptions, are counterbalanced for a speed in miles per hour equal to the number of inches in diameter of driving wheels.

Class of Locomotive		Engine Numbers	Maximum Speed in Miles per Hour	Maximum Wheel Pressure
MM—63$\frac{25-38}{28}$	320	4200 to 4211	40	
A—84$\frac{15-25}{28}$	110	3000 to 3009	77	48375 lbs.
A—79$\frac{15-25}{28}$	102	3016 to 3024	67	46445 “
A—81$\frac{20}{28}$	105	3025 to 3071	77	46380 “
T—69$\frac{21}{28}$	149	2284, 2285, 2287 to 2289, 2292, 2293, 2295, 2296, 2298, 2299	60	44330 “
T—69$\frac{15\frac{1}{2}-26}{28}$	142	2291, 2294, 2297	62	41526 “
T—63$\frac{18}{30}$	78	2187, 2190, 2194, 2195, 2199, 2200, 2203 to 2206	52	22750 “
M—63$\frac{21}{28}$	155	1720, 1721, 1724, 1770, 1771, 1773 to 1777, 1779	58	45190 “
M—63$\frac{21}{28}$	144	1727 to 1729, 1731, 1734, 1736 to 1738, 1741, 1743, 1745, 1746, 1748, 1750 to 1753, 1755, 1757, 1759 to 1761, 1763, 1764, 1767 to 1769, 1782, 1784, 1785, 1787, 1788, 1790 to 1792, 1794 to 1797, 1799	53	42860 “
M—63$\frac{15-26}{28}$	144	1730, 1733, 1786, 1793, 1798, 1802	56	42000 “
E—69$\frac{18}{24}$	69	1383, 1386, 1387, 1389, 1392, 1393, 1396, 1397	55	30190 “
E—73$\frac{18}{24}$	63	1430 and 1432	61	27570 “
MC—57$\frac{26-40}{30}$	394	4000 to 4016	53	43050 “
MC—57$\frac{26-40}{30}$	398	4017 to 4028	53	43050 “
MC—57$\frac{26-40}{30}$	401s	4029 to 4043	53	43500 “
MC—57$\frac{26-40}{30}$	395s	4044 to 4048	53	43500 “
C—57$\frac{22}{30}$	180	2625, 2626, 2628 to 2642, 2644 to 2651, 2653 to 2655, 2657, 2659 to 2662, 2664 to 2672, 2674, 2675, 2677, 2679	52	39650 “

NOTE:—The above table is for the information of engineers and must not be considered in any way to authorize exceeding speed limit specified under “Speed Restrictions.”

SPEED RESTRICTIONS—TRAINS WILL NOT EXCEED

Between—	Miles per Hour Passenger	Freight
Fresno and Bakersfield	50	35
“ “ “ with large loaded oil cars		35
Bakersfield and ½ mile east of Sivert	**50**	**35**
Bena and Sivert westward freight trains		**35**
½ mile east Sivert and 1 mile west Ilmon	**40**	**30**
1 mile west Ilmon and 1 mile west Tehachapi	**30**	**18**
1 mile west Tehachapi and 1 mile east Cameron	**50**	**25**
1 mile east Cameron and Mojave	45	18
Mojave and Palmdale	50	35
“ “ “ with large loaded oil cars		35
Palmdale and Vincent	**40**	**18**
Vincent and mile post 422	**30**	**18**
Mile post 422 and mile post 427	**40**	**18**
Mile post 427 and Humphreys	**30**	**18**
Humphreys and mile post 448	**40**	**18**
Mile post 448 and Tunnel 24	**30**	**18**
Tunnel 24 and Saugus	**40**	**18**
Fresno and Clotho	50	30
Clotho and Exeter	30	20
Exeter and Porterville	50	30
Porterville and Famoso	35	20
Kerman and Armona	**50**	**35**
Ingle and Riverdale	**40**	**30**
Riverdale and Hardwick	**35**	**20**
Goshen Junction and Exeter	**40**	**30**
Goshen Junction and Armona	**50**	**35**
Armona and Crump	**40**	**25**
Crump and Alcalde	**12**	**12**
Fresno and Gordon (except as noted)	**30**	**20**
Gordon and Friant (except as noted)	**20**	**20**
Fresno and Friant (with loaded gravel cars)		**15**
Oil City Branch (except as noted)	**30**	**20**
“ “ “ (with large loaded oil cars) Days		**15**
“ “ “ “ “ “ “ “ Nights		**10**
Bakersfield and Lokern	**40**	**25**
Lokern and Olig (except as noted)	**30**	**20**
“ “ “ (with large loaded oil cars) Days		**15**
“ “ “ “ “ “ “ “ Nights		**10**
Stratford Branch	**15**	**15**
Porterville and Springville	**20**	**15**
Mojave and Owenyo:		
Mojave and Mile Post 422	35	35
Mile Post 422 and Mile Post 439	25	25
Mile Post 439 and Mile Post 465	35	35
Mile Post 465 and Mile Post 469	25	25
Mile Post 469 and Owenyo	35	35
All points with large loaded oil cars, (except as noted)		25
Between outside switches of yards, (outside City Limits):		
Fresno	**15**	**10**
Bakersfield, east of Nome	**15**	**10**
“ west of Nome	35	20
Mojave	15	10
Through City Limits (regulated by Ordinances):		
Clovis	**8**	**8**
Fresno	**8**	**8**
Selma (between 5 a.m. and 11 p.m.)	**10**	**10**
Kingsburg (between 4 a.m. and 11 p.m.)	**10**	**10**
Tulare	**8**	**8**
Visalia	**6**	**6**
Hanford	**8**	**8**
Exeter	**10**	**10**
Bakersfield	**6**	**6**
Fowler	**10**	**10**
Over Bridges:		
288-B, West of Orris	**20**	**20**
329-B, One mile east of Stevens	**10**	**10**
329-C, “ “ “ “ “	**10**	**10**
Over Turnout Switches:		
Kerman (eastward trains)	**20**	**20**
Calwa Tower, end of double track (eastward trains)	**15**	**15**
Exeter, south leg of Wye connecting Porterville Branch	**15**	**15**
All points Santa Fe 900 and 1600 class engines	**4**	**4**
“ “ Consolidation and Mallet engines	**10**	**10**
On Sidings:		
When clear of lead on straight track, Santa Fe 900 and 1600 class engines	**8**	**8**
Over west leg of Wye at Searles: Consolidation engines	**6**	**6**
Engines on passenger trains:		
Decapod	**Freight Train Speed**	

SPEED RESTRICTIONS—Continued.

Consolidation	**Maximum speed allowed passgr. trains**
When meeting or passing on double track	**20 miles per hour except where speed restrictions are less will be governed thereby**
Engines running light:	
8-wheel, 10-wheel, Mogul and Mikado	Passgr. Train Speed
Consolidation type	**20 miles per hour where freight trains are restricted to 18**
Fernando Helpers (2914 class)	25 miles per hour where freight trains are restricted to 18
Engines not above specified	Freight Train speed
Engines backing up:	
Consolidation, Decapod, Mikado and Mallet between Bakersfield and Saugus	**15 miles per hour**
Consolidation and Mikado between Fresno and Bakersfield	20 miles per hour
Fernando Helpers (2914 class) between Palmdale and Saugus.	**20 miles per hour**
All others (except Consolidation, Mallet and Mikado) over main track and from Kerman to Goshen Junction	**25 miles per hour**
Over other branches	**20 miles per hour except where speed restrictions are less, be governed thereby**
From West Wye switch to station at Goshen Jct. (Coalinga Branch)	10 miles per hour
Motor cars in back motion through yards and over highway **crossings**	10 miles per hour except where other speed restrictions are less, be governed thereby.
Mallet Engines in freight service (between Bakersfield and Saugus):	
Running light or in train	20 miles per hour except where freight train speed is less, be governed thereby
Switch Engines (outside yards)	15 miles per hour
Passenger Mallet Engines running light or in train	40 miles per hour except where passenger train speed is less, be governed thereby.
Trains handling wrecker:	
Main line and from Goshen Jct. to Kerman	25 miles per hour;
Over other branches	15 miles per hour; except where freight train speed is less, be governed thereby.

USE OF RETAINERS.

Retainers will be used on Passenger Trains on grades as follows:

EASTWARD TRAINS:—From Cameron to Mojave.
WESTWARD TRAINS:—From Vincent to Harold.
From Tehachapi to Caliente.

One-half of the Retainers will be used at one time, alternating every two miles until station designated is reached.

On Freight Trains, retainers will be used on grades in accordance with Rules 46, 47 and 48 of “Rules and Regulations Governing Air Brakes, Etc., Effective July 1st, 1909,” as follows:

EASTWARD TRAINS:—From Cameron to Mojave.
From Vincent to Lang.
WESTWARD TRAINS:—From Vincent to Harold.
From Tehachapi to Caliente.
From McKittrick to Lokern.

Retainers will be used on other trains and under other conditions where in judgment of the engine and train crew it is deemed necessary to vary from the above rules.

Where retainers are used the rate of speed of freight trains on any grade of over one per cent. (over 1%) will not exceed 25 miles per hour, and on grades of this character, MORE THAN FIVE MILES LONG, FOR THE FIRST FIVE MILES THE TIME CONSUMED IN TRAVELING ANY ONE MILE SHALL NOT BE LESS THAN THREE MINUTES.

The above maximum speed restriction will not affect the speed on heavier grades and other locations, where the maximum is now provided.

OVERHEAD STRUCTURES.

Less than 22 feet above top of rails.

BETWEEN FRESNO AND EXETER.

Mile Post	Between Stations	Structure	Height
253.6	Kaweah-Lort	Bridge over Kaweah River	20″-3′

MAIN LINE.

Mile Post	Between Stations	Structure	Height
332.6	Illmon-Caliente	Tunnel No. ½	18′- 2″
336.9	Caliente-Bealville	" " 1	17′- 8″
337.8	" "	" " 2	17′- 8″
340.8	Bealville-Rowen	" " 3	18′- 0″
341.0	" "	" " 4	18′- ½″
341.6	" "	" " 5	18′- 2″
341.9	" "	" " 6	18′- 4″
343.7	" "	" " 7	17′- 7″
344.2	" "	" " 8	17′- 5″
351.0	Woodford-Walong	" " 9	18′- 0″
352.3	Walong-Marcel	" " 10	17′-9½″
353.0	" "	" " 11	18′- 2″
355.0	Marcel-Cable	" " 12	17′- 8″
355.2	" "	" " 13	17′- 11″
355.4	" "	" " 14	17′- 8″
355.7	" "	" " 15	17′- 11″
355.9	" "	" " 16	18′- 2″
356.0	" "	" " 17	17′- 11″
434.8	Russ-Lang	Water Flume	19′- 0″
434.8	" "	Tunnel No. 17½	18′- 10″
435.5	" "	Bridge over Santa Clara River	20′- 9″
435.9	" "	" " " " "	21′- 6″
436.1	" "	" " " " "	21′- 9″
436.3	" "	" " " " "	21′- 10″
436.8	" "	" " " " "	21′- 9″
436.9	" "	" " " " "	21′- 9″
437.0	" "	Tunnel No. 18	17′- 7″
437.4	" "	" " 19	17′- 2″
437.4	" "	Bridge over Santa Clara River	21′- 8″
439.5	Lang-Humphreys	Tunnel No. 20	17′- 9″
440.1	" "	" " 21	17′- 10″
441.5	" "	" " 22	18′- 2″
445.3	Humphreys-Honby	" " 23	18′- 6″
449.7	Honby-Saugus	" " 24	18′- 6″

BETWEEN MOJAVE AND OWENYO.

Mile Post	Between Stations	Structure	Height
426.8	Teagle-Searles	Tunnel 29	21′-2″

All employes are warned that it is dangerous to stand erect on cars, particularly of extraordinary height, while passing any of these points and must use necessary precaution to protect themselves from injury.

SURGEONS

NAME.	LOCATION.	DISTRICT Between
Dr. F. K. Ainsworth, Manager and Chief Surgeon	San Francisco, Cal.	All points.
Dr. O. B. Doyle	Fresno, Cal	**Fresno, Friant, Kingsburg and Ivesta, Cal.**
Dr. D. H. Trowbridge, Oculist and Aurist	Fresno, Cal	
Dr. J. L. Maupin, Consulting Surgeon	Fresno, Cal	
Dr. J. D. Wagner, Emergency Surgeon	Selma, Cal	
Dr. M. A. Morrison, Emergency Surgeon	Fowler, Cal	
Dr. T. F. Madden, District Surgeon	Sanger, Cal	Ivesta and Fargo.
Dr. G. A. Hawkins	Reedley, Cal	Fargo and Monson.
Dr. A. D. McLean	Exeter, Cal	Monson and Burr.
Dr. J. A. Moore, Emergency Surgeon	Dinuba, Cal	
Dr. T. D. Smith, District Surgeon	Kingsburg, Cal	
Drs. M. and M. S. McMurtry, Emergency Surgeons	Clovis, Cal	
Dr. T. D. Blodgett	Tulare, Cal	Kingsburg and Earlimart.
Dr. J. A. Copeland, Emergency Surgeon	McFarland, Cal	
Dr. E. D. Farrow	Visalia, Cal	Goshen and Exeter.
Dr. C. T. Rosson	Hanford, Cal	Goshen, Armona and Caruthers.
Dr. D. E. Arnold	Kerman, Cal	Kerman and Caruthers.
Dr. Wm. P. Byron	Lemoore, Cal	Armona and Huron.
Dr. G. T. Mountford	Coalinga, Cal	Huron and Alcalde.
Dr. S. A. Barber	Porterville, Cal	Zante and Famoso.
Dr. W. W. Tourtillott	Lindsay, Cal	Burr and Zante.
Dr. C. W. Kellogg, Division Surgeon	Bakersfield, Cal	San Joaquin Division.
Dr. A. I. Fraser	Bakersfield, Cal	Earlimart, Bealville and Gosford.
Dr. A. F. Schafer, Consulting & Emergency Surgeon	Bakersfield, Cal	
Dr. H. W. Owen, Oculist and Aurist	Bakersfield, Cal	
Dr. H. Hildreth, Emergency Surgeon	Delano, Cal	
Dr. N. J. Brown	Tehachapi, Cal	Bealville and Cameron.
Dr. H. M. Elwood	Mojave, Cal	Cameron, Brown and Rosamond.
Dr. M. A. Williamson	Lone Pine, Cal	Brown and Owenyo.
Dr. J. T. Arwine, District Surgeon	Lancaster, Cal	Rosamond and Ravenna.
Dr. J. E. Wheat	Fernando, Cal	Ravenna and Saugus.
Dr. H. V. Prouty	McKittrick, Cal	Gosford and Olig.

Note.—Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

JUNCTION SWITCHES.

(Switches to be set and locked as follows):

El Prado	Friant branch and S. J. E. R. R. tracks for Friant branch track.
Fresno	Stockton Division main track and Kerman track for main track.
Fresno	Fresno-Bakersfield main track and Sanger branch for main track.
Fresno	Friant and Sanger branches for Sanger track.
Kerman	Armona and Stockton Division tracks for Stockton Division track.
Ingle	H. & S. L. branch and Stockton Division tracks for Stockton Division track.
Hardwick	H. & S. L. branch and Armona-Kerman track for Armona-Kerman track.
Armona	Goshen Jct.-Coalinga and Armona-Kerman tracks for Goshen Jct.-Coalinga track.
Rossi	Coalinga branch and Stratford branch tracks for Coalinga branch track.
Goshen Junction	Visalia and Coalinga branches with Fresno-Bakersfield main track, both for main track.
Exeter	Visalia and Sanger branches for Visalia track.
Porterville	P. & N. E. & Porterville branch for Porterville branch track.
Famoso	Fresno-Bakersfield main track and Porterville branch for main track.
Oil Junction	Bakersfield-Fresno main track and Oil City branch for main track.
Kern Junction	Operated by interlocking tower.
Gosford	McKittrick branch and Sunset R. R. tracks for McKittrick branch track.
Mojave	Bakersfield-Mojave main track and N. & C. Ry. for main track.
Saugus	San Joaquin Division main track and Los Angeles Division track for San Joaquin Division main track.

LOCATION HOSPITAL STRETCHERS.

Fresno Storeroom.
Fresno Wrecking Train.
Fresno Baggage Room.
Goshen Junction.
Hanford.
Coalinga.
Exeter.
Porterville.
Bakersfield Emergency Hospital.
Bakersfield Wrecking Train.
Bakersfield Car Shops.
Bakersfield Machine Shops.
Bakersfield Baggage Room.
Tehachapi.
Mojave Car Shops.
Mojave Wrecking Train.
Mojave Baggage Room.
Owenyo.
Saugus.

HOSPITALS FOR SAN JOAQUIN DIVISION.

General Hospital, S. P. Hospital, San Francisco, Cal. Division Hospital, Crocker Street Hospital, Los Angeles, Cal. Emergency Hospital, Bakersfield, Cal.

AVERAGE WEIGHTS OF PASSENGER TRAIN CARS.

Kind of Cars.	Average Weights, Pounds		
	Wood	Steel	Steel Underframe
Baggage	78,000	88,000	
" (Dynamo)		106,000	
" and Mail	76,000	121,900-69′ 90,600-60′	93,000
" and Passenger	54,000		
Buffet	114,000		121,000
" (Dynamo)		146,000	
Business	107,000	178,000	135,000
Chair	87,000	98,000	
Coaches	80,000	92,000	
Dining	126,000	146,000	131,000
Horse Express	81,000		
Observation	122,000		
Postal		110,000-60′ 77,000-40′	
Pullman Observation	124,500	150,000	127,000
" Parlor	116,000		
" Std. Sleepers	125,000	150,000	140,000
" Tourist	94,000		110,000
Tea and Silk	48,000		

SPECIAL RULES — Continued

MISCELLANEOUS.

On single track in Block Signal limits Rule 86, second paragraph, is modified as follows: An inferior train will clear the time of first class trains in the same direction not less than ten (10) minutes.

Approaching tunnels, by day, when within 300 feet, headlight must be displayed and continued until tunnel is passed.

Headlights of helper engines when coupled into trains must be concealed.

At least two loaded steel underframe cars must be placed immediately ahead of mallet engines that are engaged in shoving.

Trains entering sidings will do so under control. Responsibility for collision is placed with entering train.

When in an engineer's judgment, track which is protected by slow order is safe for a higher rate of speed than is allowed by such slow order, engineer will notify the conductor, stating what speed he considers safe, and conductor will then send a message to Superintendent from first open telegraph office covering information.

Engines of freight trains must be cut off to take water.

Trains designated in orders as light extras will take siding for opposing extras.

At unprotected railroad grade crossings, trains approaching, will sound one long blast of steam whistle at proper distance from crossing, while train is running, in accordance with rule 14 (m). After train has stopped, and before passing over such crossing, engineer will sound two short blasts of the steam whistle.

Whistle signal covered by rule 14 (m) applies when train is running.

Following additional whistle signal is authorized:

Sound	Indication
One long blast (————)	When train is standing; apply air brakes from rear and for test. To be used when hand signals cannot be readily transmitted.

At Fresno, all trains from Friant and Sanger branches will stop at junctions of these branches when entering yard.

At Fresno, eastward trains entering yard will be governed by signals from herder as follows: Trains from east side green signal, trains from west side yellow signal.

At Goshen Junction westward trains on Visalia branch must stop at stop board located at east end just opposite cross-over from Visalia branch to main track.

At Goshen Junction, the end of the Visalia Branch main track, will be at the point east of the depot where first cross-over enters into the Visalia track.

At Famosa, the end of the Porterville Branch main track will be at the point west of the depot where the cross-over from the main track enters into the Porterville track.

That part of these tracks between the cross-overs and the depots will be used as sidings, and trains using same will conceal headlight and display markers in accordance with rules 17 and 19.

At Visalia, all trains will stop, at Santa Fe tracks, and will not pass over crossing without receiving proceed signal from flagman, who must precede them.

At Exeter, all Eastward trains must stop at stop board at junction east leg of wye with Porterville branch.

Engines coupled, and cars weighing over 150,000 pounds, must not be run over Bridge 288-B near Orris.

At Bena engines must not go beyond a point 300 feet from switch into pit. Cars must be used in switching if necessary to go back of that point.

At Caliente and Bealville, when taking siding, eastward trains will use siding next to main track and westward trains will use outside siding.

At Marcel, all trains, except first class, will use back track and that part of track west of cross-over as siding, switches lined accordingly.

Middle track from cross-over to east switch will be known as middle siding and used by first class trains; eastward first class trains entering at cross-over.

Freight trains will not go to Cliff for passenger trains, unless can get into clear or so instructed by Dispatcher.

At Rowen, trains taking siding will comply with the following:
First class trains will use middle siding entering at first cross-over.
Eastward trains, except first class, will enter at extreme west switch.
Westward trains, except first class, will enter at extreme east switch.

All trains, except first class, will use middle siding only under flag protection unless instructed by train order that middle siding is clear, but will not use the same when first class trains are due to meet there.

Siding between east switch and east cross-over is designated as east siding.

Siding between cross-over switches is designated as middle siding.

Siding between west cross-over and west switch is designated as west siding.

Inside cross-over switches will be lined for siding.

Trains using sidings will depart through cross-overs.

At Woodford track on north side of main track will be used as siding for trains in both directions. House track must not be used for setting out or storing of cars.

At Summit, the siding known as “Old Siding” will be kept for use by Train 342 in cutting out helpers. Long track south of main track will be used for siding by other trains, and trains using same will enter at the extreme west or east switches.

Spur Tracks at following stations between Bakersfield and Mojave must not be used by Mallet or Decapod engines: Sivert, Gravel Pit Bena, Caliente, Bealville, Rowen, Cable and Turntable Tehachapi.

The maximum tonnage rating per operative brake of 100 Ms. on both east and west sides of Tehachapi Mountain and 120 Ms. eastward from Mojave to Saugus, must be strictly observed. Oil cars equipped with latest Westinghouse empty and loaded brake device will permit the handling of 150 Ms. per operative brake.

In movement of helper engines light down the Tehachapi, the number of engines to be coupled together is restricted to the following: Not more than three mallets; five consolidations; three mallets and one consolidation; two mallets and two consolidations; one mallet and three consolidations.

At Mojave, trains entering yard will be governed by the following signals:

WESTWARD TRAINS: Santa Fe by Hall Signal. Southern Pacific by Signal 3811 (minute block.)

EASTWARD TRAINS: Signal 3802 (minute block.)

When necessary to signal Westward trains, Herder will use yellow signal for Southern Pacific trains and green signal for Santa Fe trains. For Eastward trains, Herder will use yellow signal.

Freight trains will not enter until signal is given by Herder.

At Honby, back track will be used as siding by freight trains and switches are so set. When necessary for passenger trains to take siding at that point, they will use the inside track up to point of cross-over.

Helper engines between Tehachapi and Summit will be governed by following:

A. Operator at Tehachapi will have a staff, and will deliver same to eastward trains having helpers to return from Summit, except as provided in Sections D, E and F.

Conductors of trains stopping at Tehachapi and requiring staff will personally procure same and deliver to leading helper engineer, personally notifying engineer handling train that he has done so.

For trains authorized to register by Form 2642, having helpers to return from Summit, operator will deliver staff to leading helper engineer and will hand to conductor and all other engineers in train, a clearance on which is written “Staff to Engineer.”

B. After receipt of staff train may proceed to Summit, keeping clear of superior trains, providing train has also been cleared as required by the rules and regulations of Operating Department.

C. After an engineer has in his possession the staff, his engine and all engines at Summit may return coupled to Tehachapi regardless of opposing trains except first class.

D. As section C provides that helpers are required to clear first class trains the staff need not be delivered to first class trains except when such trains have helper to cut out at Summit and there are no helpers at Summit with which it can couple. Helpers when waiting at Summit to clear first class trains will not leave without ascertaining whether such first class trains have helpers to couple in with them.

E. When it is desired to run two or more trains to Summit, before allowing helper of any to return, operator will upon instructions from dispatcher deliver to enginemen and conductors of all such trains, except the last, in place of staff, clearance on which is noted, “Staff at Tehachapi,” provided operator has staff in his possession. Clearance so worded will be sufficient authority for trains to move to Summit as if staff had been received. To last train staff will be given. “Staff at Tehachapi” clearances do not authorize trains to return to Tehachapi. When train receives “Staff at Tehachapi” clearance and is passed at Tehachapi by another train having a helper, the train which is passed will not thereafter proceed without first returning to telegraph office and ascertaining whether the train passing has the staff. If the train passing is given the staff, the train which is passed cannot thereafter proceed until staff is returned, and conductor will personally surrender all clearances to operator.

F. Staff will not be delivered to trains which have no engines to return from Summit. When there is no helper to return from Summit, “Staff at Tehachapi” clearance will be delivered (except to first class trains) provided the operator has staff in his possession.

G. On return to Tehachapi, engineer with staff will personally deliver it to operator without delay.

Trains moving on staff between Summit and Tehachapi will register at Tehachapi in following manner:

In first column: Staff.
Second column: Signals (None) and balance of information as required by register.

In registering out register on separate line in the usual manner.

RATING OF LOCOMOTIVES--SAN JOAQUIN DIVISION In Ms. of 1000 pounds back of tender

CLASS	ENGINE NUMBER	Boiler Pressure	Bakersfield and Fresno, Bakersfield and Kerman, via Armona			Bakersfield to Mojave	Mojave to Bakersfield	Mojave to Saugus	Saugus to Mojave
			THROUGH East and West	LOCAL East	LOCAL West				
A—79$\frac{15-25}{28}$ 102	3016 to 3024	200	3470	3910	4130				
E—63$\frac{17}{24}$ 47	1353	140	1805	2040	2160				
E—63$\frac{17}{24}$ 52	1326, 1327	140	1980	2210	2385				
E—69$\frac{18}{24}$ 69	1387, 1392, 1396, 1401	165	2380	2675	2825				
E—69$\frac{18}{26}$ 74	1464, 1465, 1466, 1469	165	2615	2820	2960				
E—73$\frac{20}{24}$ 89	1433, 1434	190	3335	3740	3950				
E—73$\frac{20}{24}$ 92	1450, 1452	190	3340	3715	3925				
E—73$\frac{20}{26}$ 100	1531 to 1535	200	3630	3920	4080				
T—57$\frac{18}{24}$ 76	2094	150	2630	2950	3115				
T—57$\frac{18}{24}$ 80	2040, 2073	165	2920	3285	3435				
T—57$\frac{18}{24}$ 86	2153	160	2805	3155	3340				
T—57$\frac{18}{24}$ 92	2170, 2172	170	3020	3390	3580				
T—57$\frac{18}{24}$ 96	2155, 2175	170	3020	3390	3580				
T—63$\frac{19}{24}$ 105	2228, 2229, 2231	160	3240	3645	3850				
T—63$\frac{20}{26}$ 112	2235 to 2265	180	3865	4325	4565	575	665	740	665
T—63$\frac{21}{28}$ 144	2303, 2309, 2310	200	5010	5615	5905	755	880	970	880
T—63$\frac{22}{28}$ 160 T—63$\frac{22}{28}$ 162s	2312 to 2352 2353 to 2362	200				815	955	1055	955
T—69$\frac{20}{26}$ 113	2212, 2214	180	3560	4005	4155	575	665	740	665
T—69$\frac{20}{26}$ 124	2282	180	3650	4005	4155	575	665	740	665
M—63$\frac{20}{28}$ 126	1615 to 1719	190	4315	4845	5065	660	765	845	765
M—63$\frac{21}{28}$ 144	1725 to 1769, 1780 to 1803	200	5010	5615	5905	755	880	970	880
M—63$\frac{21}{28}$ 147	1809, 1811	200	4510	5060	5310	650	765	845	576
Mk—63$\frac{26}{28}$ 210s	3236 to 3269	200				1165	1355	1500	1355
TW—51$\frac{20}{26}$ 111 TW—51$\frac{20}{26}$ 120	2957 2938, 2939, 2941, 2942	160 170	4095	4600	4760				
TW—55$\frac{21}{32}$ 155	2918, 2921, 2922	170	5125	5760	6075	790	915	1010	915
TW—55$\frac{23-35}{32}$ 155	2914 to 2917, 2919, 2923	180	5125	5760	6075	790	915	1010	915
C—57$\frac{22}{34}$ 172	2600, 2601, 2602, 2610	175				830	1000	1100	1000
C—57$\frac{22}{34}$ 176	2613, 2617, 2620	185				900	1050	1160	1050
C—57$\frac{23-35}{34}$ 173	2603 to 2609, 2611	200				845	985	1085	985
C—57$\frac{23-35}{34}$ 177	2612, 2616, 2618, 2619	200				845	985	1085	985
C—57$\frac{22}{30}$ 180	2633 to 2693	200	6000	6740	7110	940	1090	1195	1090
C—57$\frac{22}{30}$ 184	2701 to 2746, 2750	200	6000	6720	7090	940	1070	1175	1070
C—57$\frac{22}{30}$ 187	2513 to 2599, 2767 to 2790, 2800 to 2836	200	6000	6720	7090	940	1070	1175	1070
MC—57$\frac{26-40}{30}$ 401s MC—57$\frac{26-40}{30}$ 395s	4029 to 4043 4044 to 4048	200				2170	2500	2750	2500
ALLOWANCE FOR EMPTY AND UNDER-LOADED CARS — MS	Less than 40 Ms.		6	6	6	3	3	3	3
	40 to 50 Ms.		3	3	3	0	0	0	0
	More than 50 Ms.		0	0	0	0	0	0	0

D. S. WEIR........................Fresno
J. C. MUIR.....................Bakersfield
Trainmasters.

F. N. McPHEE,
Chief Dispatcher.

R. E. BEACH,
Night Chief Dispatcher.

Dispatchers.
E. F. Wasem. J. J. Duggan. F. B. Warner.
C. M. Coonrod. C. H. Nichols. R. M. McLeod.
L. J. Baker. J. S. Fockler. W. W. Burns.

F. M. WORTHINGTON, Superintendent.

J. H. DODDS, Asst. Superintendent.

MILEAGE.

Main Lines.

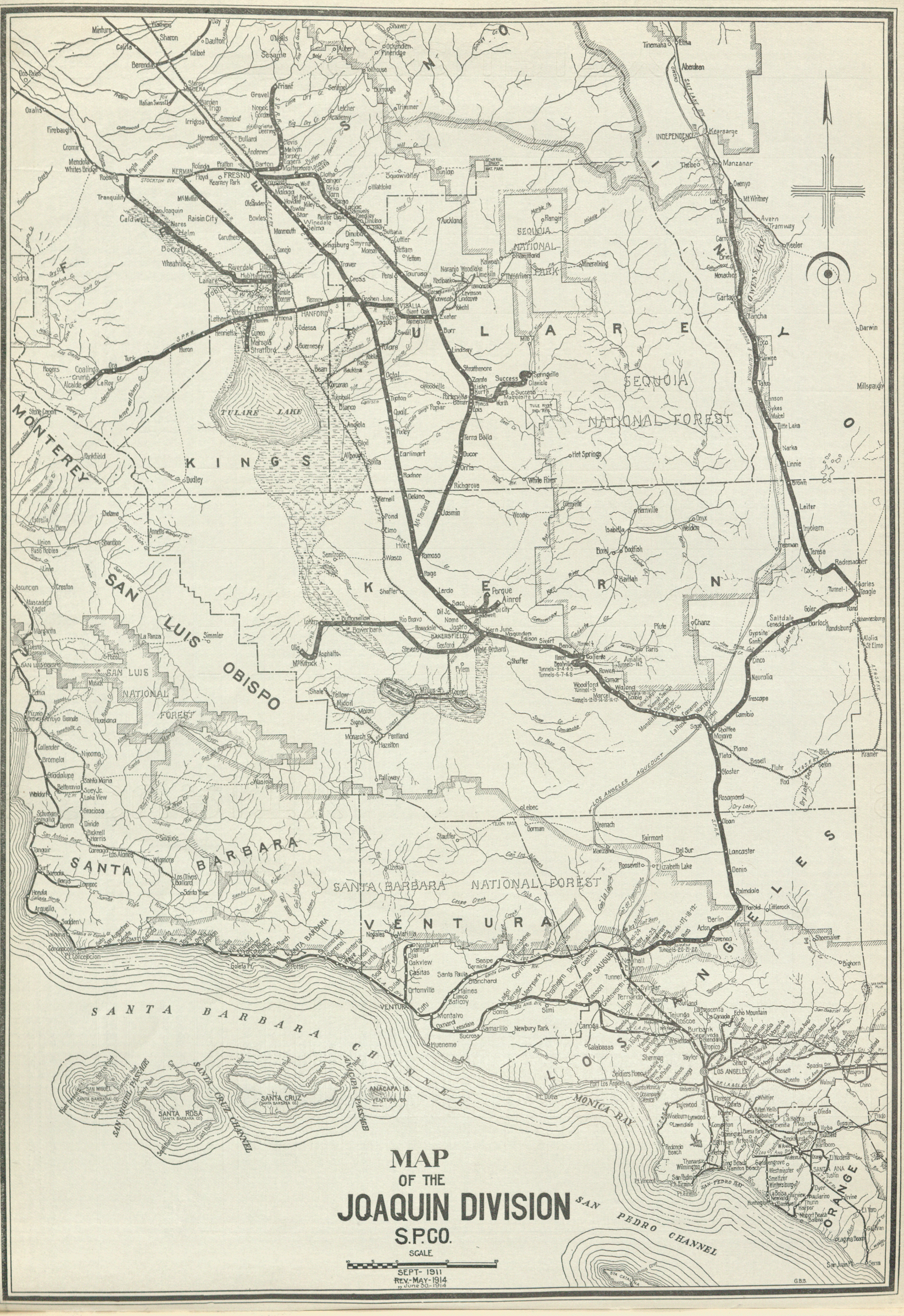
End Stockton Division to Fresno	C. P. Ry	1.80	
Fresno to Saugus	S. P. R. R.	244.63	
Kerman to Goshen Jct...Via Armona	S. P. R. R.	51.37	
Total Main Line			297.08

Branches

Alcalde	S. P. R. R.	Armona to Alcalde	44.32
Asphalto	S. P. R. R.	Bakersfield to Olig	50.60
Clovis	S. P. R. R.	Fresno to Friant	24.14
Fresno	S. P. R. R.	Fresno to Famosa	102.61
Magnesite	S. P. R. R.	Magnesite Jct. to Magnesite.	2.44
Oil City	S. P. R. R.	Oil Jct to Ainrof........6.21 Treadwell to Porque....2.40	8.61
Owenyo	C. P. Ry	Mojave to Owenyo	142.90
Riverdale	S. P. R. R.	Hardwick to Ingle	42.43
Springville	S. P. R. R.	Porterville to Springville	15.86
Stratford	S. P. R. R.	Rossi to Stratford	8.26
Visalia	S. P. R. R.	Goshen Jct. to Exeter	16.76

Total Branches.. 458.39

Total San Joaquin Division.. 756.19


FRESNO
KINGS
TULARE
KERN
INYO
MONTEREY
SAN LUIS OBISPO
SANTA BARBARA
VENTURA
LOS ANGELES
ORANGE
TULARE LAKE
OWENS LAKE
SEQUOIA NATIONAL PARK
SEQUOIA NATIONAL FOREST
SAN LUIS NATIONAL FOREST
SANTA BARBARA NATIONAL FOREST
LOS ANGELES AQUEDUCT
SANTA BARBARA CHANNEL
SANTA CRUZ CHANNEL
SAN MIGUEL PASSAGE
ANACAPA PASSAGE
MONICA BAY
SAN PEDRO CHANNEL
SAN PEDRO BAY
SAN MIGUEL
SANTA ROSA
SANTA CRUZ
ANACAPA IS.
FRESNO
HANFORD
VISALIA
BAKERSFIELD
SANTA BARBARA
VENTURA
SAUGUS
LOS ANGELES
SANTA ANA
INDEPENDENCE
STOCKTON DIV.
S.P.R.R.
A.T.&S.F.RY.

MAP
OF THE
JOAQUIN DIVISION
S.P.CO.

SCALE

SEPT-1911
REV-MAY-1914
" June 30-1914

G.B.S.